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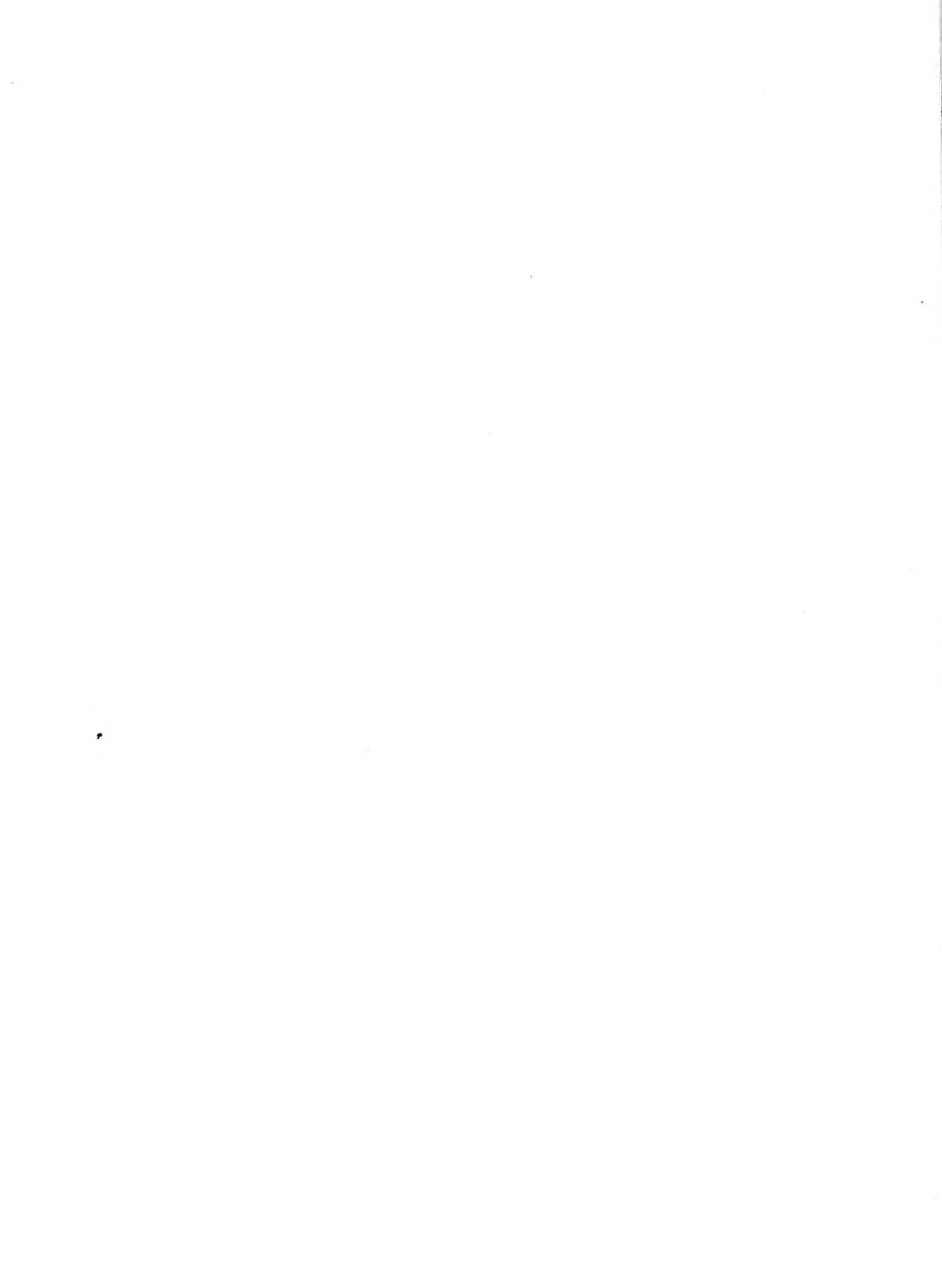
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HARBORPARK UPDATE

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1987

CITY OF BOSTON
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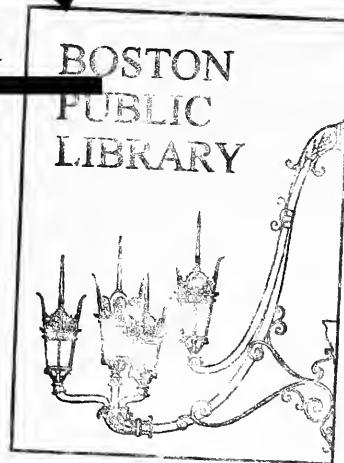




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PLANNING AND ZONING



HARBOR PLANNING AND ZONING

Boston Harbor led the country into the mercantile period of the 18th century and helped finance the industrial revolution of the 19th century. Boston's economic competitiveness, however, waned during The Great Depression of the 1930s. A shift in patterns of trade and the location of manufacturing activities after the War resulted in decaying port facilities and abandoned warehouses and factories. Boston's economic revival, which began in the early 1960's and has continued to this day was initially spurred by the growth of non-Harbor related service activities. The attractiveness of Boston's waterfront has drawn development interests to the Harbor's edge, and the Harbor is once again a vital source of new growth for Boston's economy.

Harborpark is meant to provide a framework for discussing the ordering of this growth. It seeks balance, rationality, and harmony in the revival of the waterfront. By attempting to blend public interests and benefits with private Harbor uses, Harborpark encourages the creation of new jobs, investment, tax revenue, housing, and public access to the Harbor. A plan for ordered growth is necessary for the City at this time because the Harbor area can provide as much as one-third of the City's growth from 1984-90, including 8,000 new dwellings and 12,000 new residents. Without the public formulation of ground rules for this growth, the opportunity for revitalizing old neighborhoods and for creating new ones from abandoned piers, shipyards, and vacant land could be lost in the disputes and controversies which follow a closed process. Harborpark recognizes that these opportunities must not be lost, but also that revitalization must reflect a profound understanding of Boston's unique heritage. Rational land development and redevelopment policies are therefore essential.

The unifying principle of Harborpark is public access. Harborpark guarantees that a balance will be struck between the economic health of the City and its inner life--its need for places where people can gather for social events, common recreation, or the quiet enjoyment of life and nature. The Harborpark concept guarantees not only public access to the Harbor itself but also to the process that will guide rational growth.

Boston is in the midst of an unprecedented community-based planning process. The Flynn Administration is dedicated to a balanced growth approach to economic development that is predicated on an open community planning process. The central premise of this is that all knowledge about what is best for the city does not reside with the government. Plans work best when they are fashioned by the community.

Residents from Harborpark neighborhoods -- Charlestown, Inner Harbor Waterfront, South Boston, Dorchester Bay Beaches/Neponset River -- as well as Port Norfolk, East Boston, and North End are working with the the BRA and the Mayor's Office of Neighborhood Services on interim and final rezoning that responds to particular issues raised by the communities, such as the need to promote appropriate land uses along the waterfront, to protect residential areas from encroachment by commercial uses, and the need to provide more open space and parking. Over the next two years, major portions of these neighborhoods, as well as other neighborhoods across the city, will be rezoned through the community planning process.



Rezoning in the neighborhoods occurs either through the Interim Planning Overlay District (IPOD) process, or through citizen-initiated proposals to directly amend zoning in an area. In many planning areas, the planning process begins with the appointment by the Mayor of an Advisory Committee as in the case of Harborpark, or in the case of Boylston Street by the official recognition of a Citizens' Review Committee (CRC) consisting of residents and local business leaders and property owners. The Mayor's Office of Neighborhood Services attends community meetings and provides organizational assistance. The BRA provides leadership in land use analysis and policy recommendations. After defining the geographical area of focus, the group then establishes goals and objectives for the area and issues to be addressed. The BRA then works with the designated community planning group to design specific zoning regulations to address these issues and to achieve the goals and objectives. The zoning regulations then are presented to the BRA Board and then to the Zoning Commission for adoption.



HARBORPARK INTERIM PLANNING OVERLAY DISTRICT AND WATERFRONT ACCESS ZONE

The Harborpark IPOD went into effect on March 16, 1987, and began a two year interim zoning period. The Waterfront Access Zone has been approved by the Boston Redevelopment Authority Board and is currently before the Zoning Commission. During the two year IPOD planning period the city and neighborhood groups will write new zoning laws for the affected neighborhoods. At the end of the two year period, either the new zoning will be put into effect or the zoning will revert to the pre-IPOD laws.

The purposes of the IPOD are to:

- o Rezone land along Boston's waterfront
- o Allow the waterfront to be utilized as a public resource and thereby to extend its benefits to the greatest number of people
- o Establish zoning that guarantees waterfront access and promotes activities compatible with adjacent areas
- o Promote uses that help integrate the Harbor and its adjacent neighborhoods
- o Protect the working waterfront and preserve adequate areas for deep-water shipping and other water-dependent uses
- o Promote safe pedestrian access along the water's edge through the design of projects and improvements
- o Regulate building height and massing so that structures do not create high or dense walls along the waterfront that block sea breezes and air flows or that obstruct views and access to the waterfront
- o Protect the rights of the public in present and former tidelands
- o Protect and promote maritime industrial uses
- o Promote mixed uses that are compatible with adjacent neighborhoods and improve visual and physical connections between the neighborhoods and their waterfronts
- o Retain and enhance open space, parks and beaches along the harbor
- o Encourage balanced and reasonable development along the waterfront

The major provisions of the IPOD are as follows:

- o Four planning areas are established along Boston's Waterfront: Inner Harbor, South Boston Piers, Dorchester Bay Beaches/Neponset River, and Charlestown Waterfront.



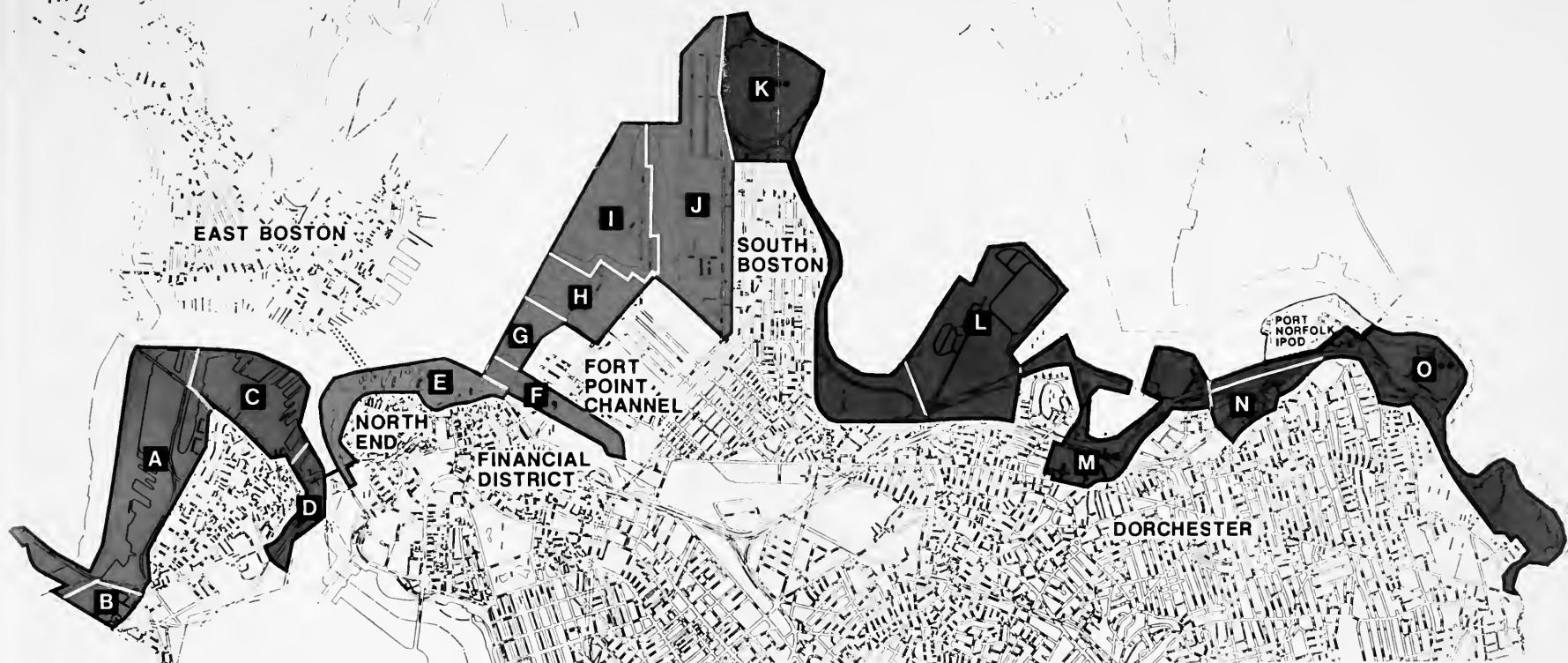
- o An interim planning permit is required for most applicants seeking a change of occupancy permit, a change in use permit, or a building permit for exterior construction. Residential uses of one to four units are not required to obtain an interim planning permit.
- o Fifteen subdistricts have height standards ranging from 40' to 70' with major portions of the waterfront having a standard of 55'.
- o Three Special Study Areas are included in the IPOD:
 - The Boston Fan Piers project will be regulated through the PDA process. It is exempt from the interim height standards and the interim planning permit procedure.
 - Projects in the Boston Marine Industrial Park (BMIP), owned by the City, are similarly not required to obtain interim planning permits, nor are they subject to interim height standards.
 - Projects in the Charlestown Navy Yard, governed by the provisions of the Charlestown Urban Renewal Plan, are not subject to the interim planning permit requirement, nor the interim height standards.

The major provisions of the Waterfront Access Zone are as follows:

- o This zone would preserve Boston Harbor as a valuable natural resource and public amenity, to maintain public rights to recreational and commercial activity in the harbor and to provide physical and visual public access to and along the water's edge.
- o Along the length of the East Boston, Charlestown, Inner Harbor, South Boston, and Dorchester waterfront, no structure other than one used for maritime-dependent industrial purpose could be erected within 35 feet of the water's edge. In the case of piers, where the Boston Redevelopment Authority finds that compliance with this requirement is impractical, the requirement shall apply only to the piers' end. Alternative methods for access to the end of the pier and around the perimeter would be determined by the BRA.
- o No Interim Planning Permit will be granted without a Public Access plan. This will provide for public pedestrian access to the 35-foot walkway along the water's edge. Also during the period the IPOD is in effect, an applicant for the Interim Planning Permit shall enter into a covenant to ensure continued maintenance of public access to and along the water's edge for a 99-year period.
- o Several cities use zoning or permitting authority to allow public access to waterfront lands. In San Francisco, for example, the Bay Conservation and Development Commission has for years used its permitting authority to require developers to provide direct public access to the Bay Waters. The shoreline management program developed by Seattle utilized permits to preserve visual access to the waterfront.



HARBORPARK IPOD BUILDING HEIGHT STANDARDS



SUBDISTRICT A - 65'

B - 65'

C - Charlestown Navy Yard Special Study Area

D - 65'

E - 55'

F - Fort Point Channel*

G - Boston Fan Piers Special Study Area

H - 65'

I - Boston Marine Industrial Park Special Study Area

J - 50'

K - 40'**

L - 70'

M - 40'**

N - 65'

O - 40'**

CHARLESTOWN WATERFRONT

INNER HARBOR WATERFRONT

SOUTH BOSTON PIERS

DORCHESTER BAY BEACHES

NO STRUCTURES SHALL BE PERMITTED IN THE 35' SETBACK ALONG FORT POINT CHANNEL UNLESS ACCESSORY TO OPEN SPACE USES.

NO STRUCTURES SHALL BE PERMITTED IN THE PUBLICLY-OWNED OPEN SPACE OF K, M AND O UNLESS ACCESSORY TO OPEN SPACE USES.



BOSTON REDEVELOPMENT AUTHORITY

date 2/87



CHARLESTOWN NAVY YARD MASTERPLAN

Almost ten years have passed since the adoption of the Land Disposition Agreement (LDA) for the Charlestown Navy Yard, and the tentative masterplan begun. Boston has awakened to the vast potential of its harbor as a vital urban resource; many new problems and initiatives have been outlined by the Harborpark strategy. In balancing economic, residential and commercial growth, housing has become a critical issue in planning for Boston and the harbor. A re-examination of earlier plans has become necessary to insure public access and protection of the urban and marine character of Boston's harbor while allowing full realization of its growth potential. The task at hand is to retain, as much as possible, the form, character and flavor of the Navy Yard, while equipping it for a new and useful life.

Much of the work needed to get the Navy Yard moving has already been completed: Shipyard Park is in place, as is a 400-foot-long public pier; many of the residential developments are either occupied or under construction; commercial rehabilitation for offices and retail uses are under way; extensive roadways are in place, as are underground utilities, granite curbs, cobble-stone walkways, and a pedestrian mall; and the beautiful Shipyard Quarters marina and Yacht Club have been drawing boating enthusiasts for several seasons.

With more than half a billion dollars invested by completion in the early 1990s, the Navy Yard will clearly have re-established its position of pre-eminence - now as a triumphant revival of the waterfront for living, working, shopping, and playing where once it built and set to sea the ships that defended our country.

As the city's planning agency, the Boston Redevelopment Authority has brought together the skills and arts that Boston has always been noted for and that have resulted in structures and open spaces of inordinate charm and force. At the same time, the Boston Redevelopment Authority has seen to it that provisions have been made within the development for both housing and jobs geared to Charlestown residents, for the Navy Yard is as much a part of Charlestown as Charlestown is a part of Boston.

A New Master Plan:

- o Upon completion, the proposed Master Plan envisions approximately 2,500 housing units, 1.5 to 2 million square feet of office/research/retail space, 500 marina slips, and over 30 acres of public open space. The details of the Master Plan are still under review by the Charlestown Neighborhood Council.
- o A second objective of the redevelopment is the creation of a wide range of employment and business opportunities.
- o The Navy Yard has the capacity to accommodate over 150,000 square feet of retail space. The new retail will be centered on the Second Avenue Pedestrian mall, which will be closed to traffic to reinforce the limited use of automobiles throughout the Navy Yard. The mall is intended to create a festive atmosphere with pushcarts, kiosks and cafes directly situated in the mall area.



- o In August 1987, Massachusetts General Hospital will begin a lease of up to 380,000 square feet and expects to have 900 employees at this facility by 1988. The varied scales and types of buildings located in the Navy Yard could provide over 1.5 million square feet of space for expansion and development of a full range of medical/research related uses.

Water Transportation:

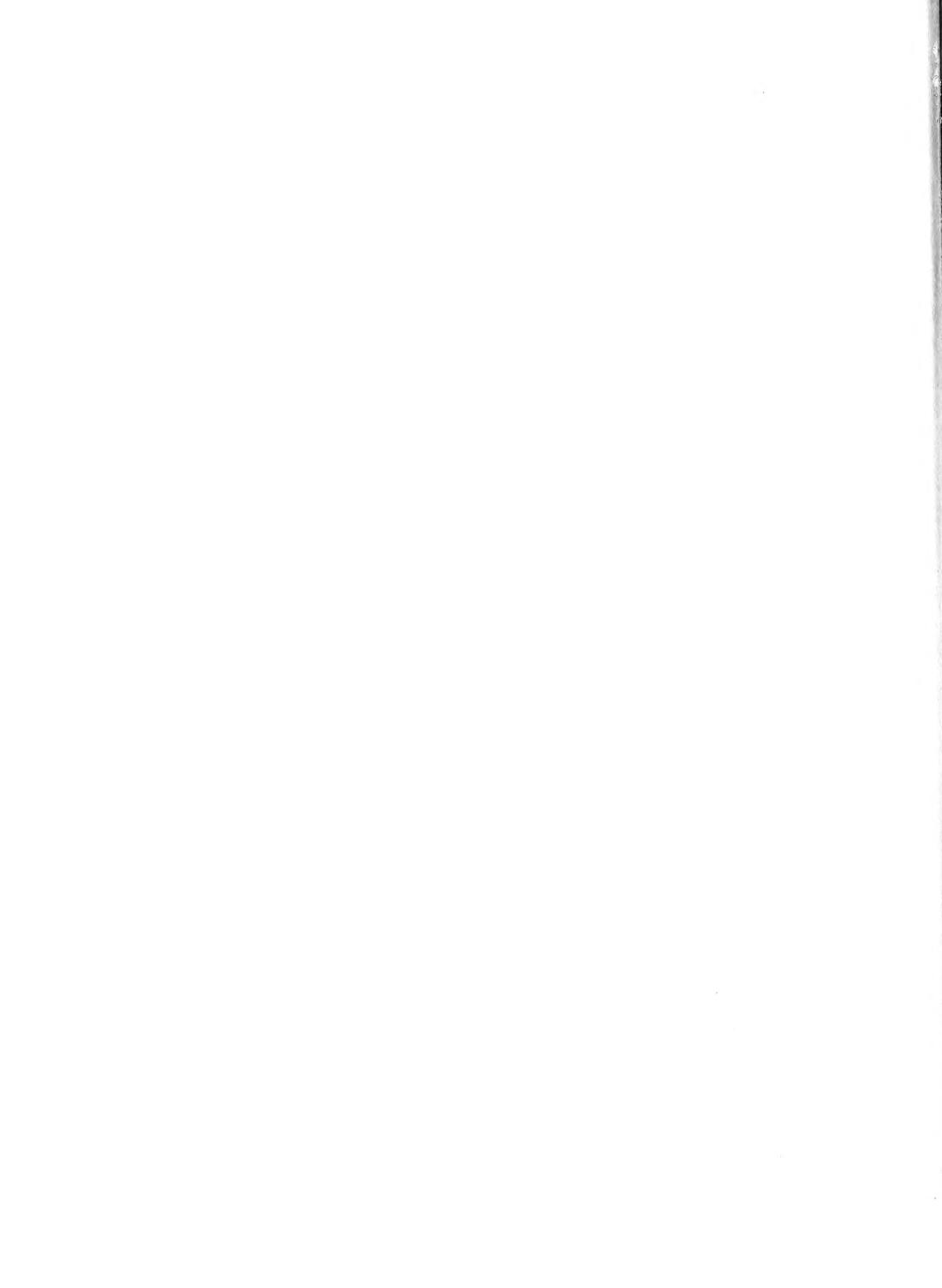
- o To overcome the lack of direct access, the BRA has developed water shuttle service that links the Navy Yard to downtown. A shuttle bus system connecting the proposed water taxi stop to Drydock 2 (Pier 4) with major retail, commercial and residential concentration within the Navy Yard is proposed in the Master Plan.

Public Open Space:

- o The Courageous Sailing Center, featuring community sailing and training activities, will be the permanent home of the 65-foot, two-time America Cup winner, the 'Courageous'.
- o Over 3.3 miles of continuous, public handicapped-accessible pedestrian paths will run to and along the entire length of the waterfront, a continuation of Boston's Harborwalk.
- o Over seven million dollars will be spent on the creation of new parks, plazas, streets and walkways within the Navy Yard.
- o Shipyard Park will be upgraded and expanded to include an Olympic-size pool and wading pool. Drydock Two will have new brick paving and broad wood decking, period light fixtures, benches, and new sculpture. The Navy Yard crane and tracks will be refurbished. The drydock is envisioned as a Tall Ship port-of-call.
- o Pier Three will be reconstructed to its original length and devoted to public uses, including public docking and the museum boats of New England Historic Seaport, including the Spirit of Massachusetts.
- o Recreation of the turn-of-century Flirtation Walk will run from 6th to 13th Streets astride Building 58, the Ropewalk, with trees, wood, period benches and lighting.

Affordable Housing:

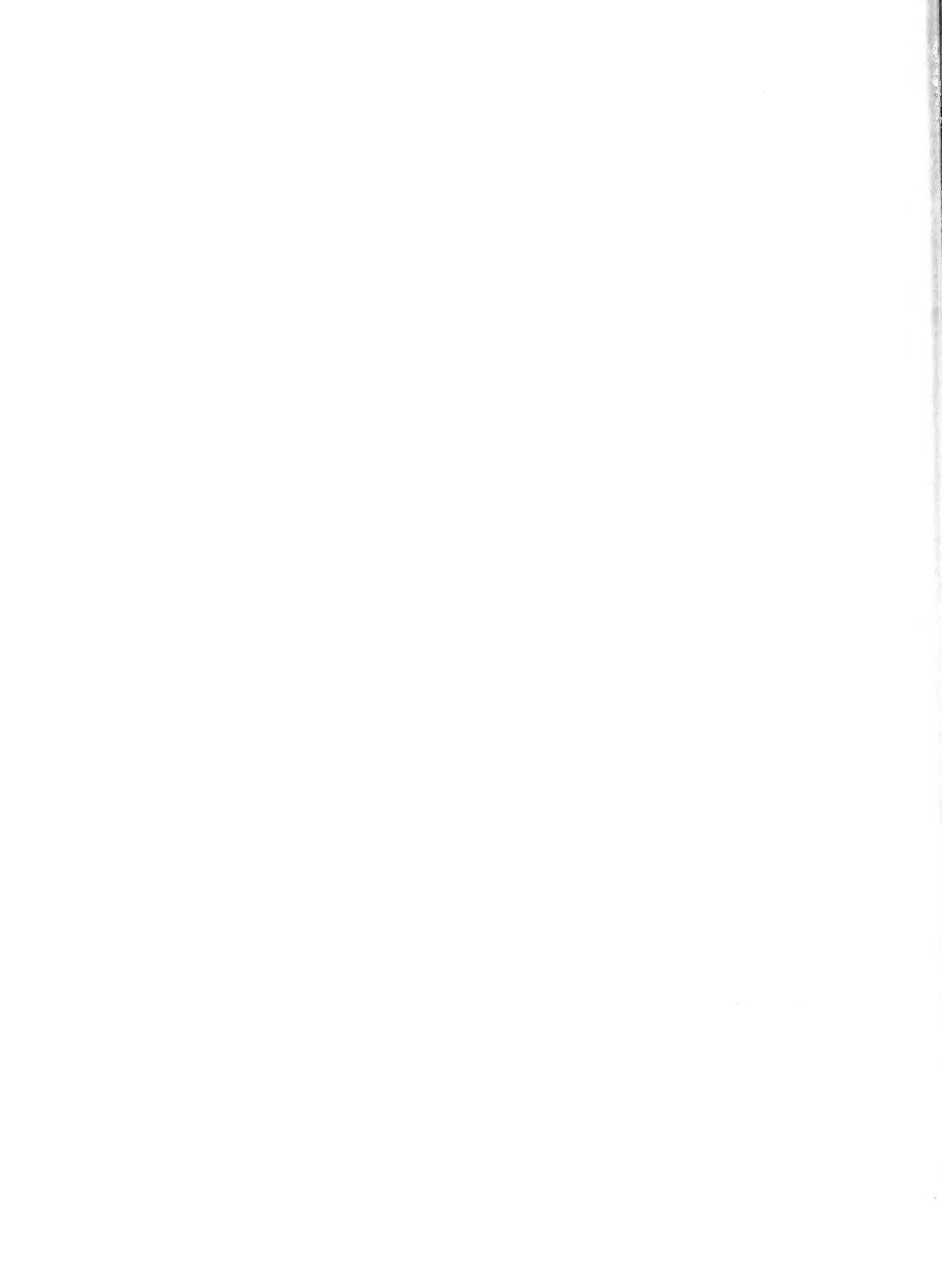
- o More than 500 additional affordable units to be built in the Navy Yard. Total build-out would incorporate a 25% affordable housing component. Specific master plan proposals include:
 - o Recycling the existing Building 40 Garage by adding 80 units of affordable housing on 4 additional floors, and preserving the existing parking spaces.
 - o Proposing building above the Shipways Garage in a similar fashion to create 36 affordable units on 3 additional floors.

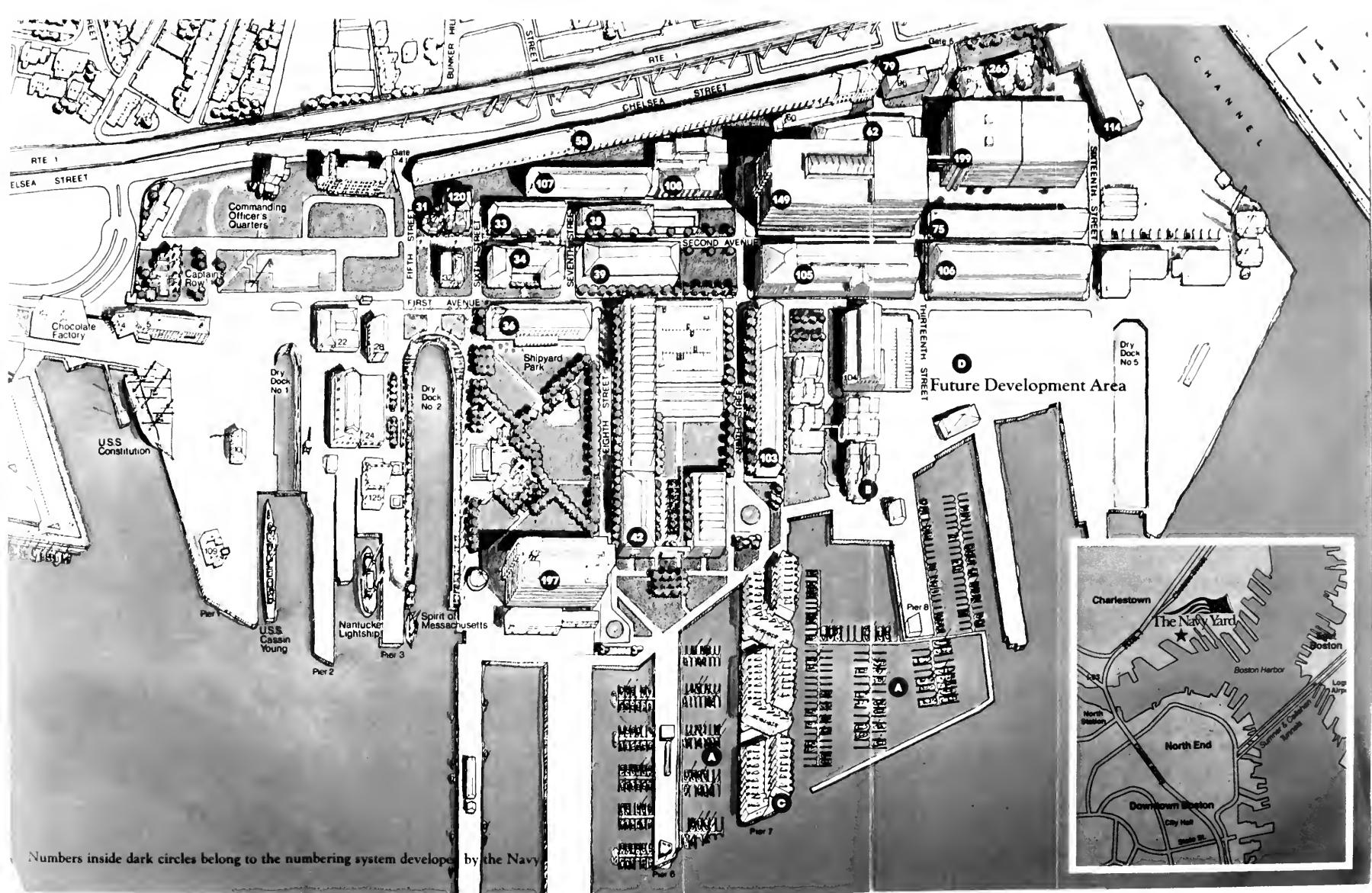


- o Constructing a new 6-story Shipways Infill building at First Avenue, to provide 60 affordable family units.
- o Rehabilitating Building 104 to incorporate 50 affordable units adjacent to a new pedestrian walkway to the water's edge.
- o Dedicating 45 units of the proposed Pier 8 redevelopment to affordable family housing.
- o Constructing a 5-story building at Parcel 4A to contain 277 affordable elderly housing units, and to incorporate a 720-car underground garage intended to fulfill the parking needs of this part of the Navy Yard and to separate automobiles from the pedestrian Harborwalk system and adjacent piers.
- o Constructing a 3 and 5-story building complex along the 13th Street edge of Parcel 4A. Facilitated by an agreement worked out between the Bricklayers and Laborers Non-Profit Housing Company and Immobiliare New England, 51 affordable townhouse units will border a tree-lined promenade to the water.

Benefits:

- o An addition of over 2,200 housing units.
- o \$433,700 commitment to the Charlestown Navy Yard Community Fund. To date, the Charlestown Working Theatre, a non-profit community theatre located in a converted 1884 fire house, has been granted \$25,000 for capital repairs to meet fire code requirements.
- o The Life Focus Center which offers vocational and recreational services to retarded and handicapped adults and children has been granted \$35,000.
- o Improvements to the general area of the Gate 5 entrance to the Navy Yard.
- o Improvement to 1st Avenue sidewalk and street from 9th to 13th Streets. Cost approximately \$250,000 paid by Building 105 development.
- o Creation of new Anchor Park at terminus of 9th Street using an "industrial palette" of materials including granite, cobblestones, wood timbers, benches, and artifacts from the Navy Yard's past. Cost approximately \$250,000 paid by developer of Building 108.
- o Over 900 retail job opportunities.





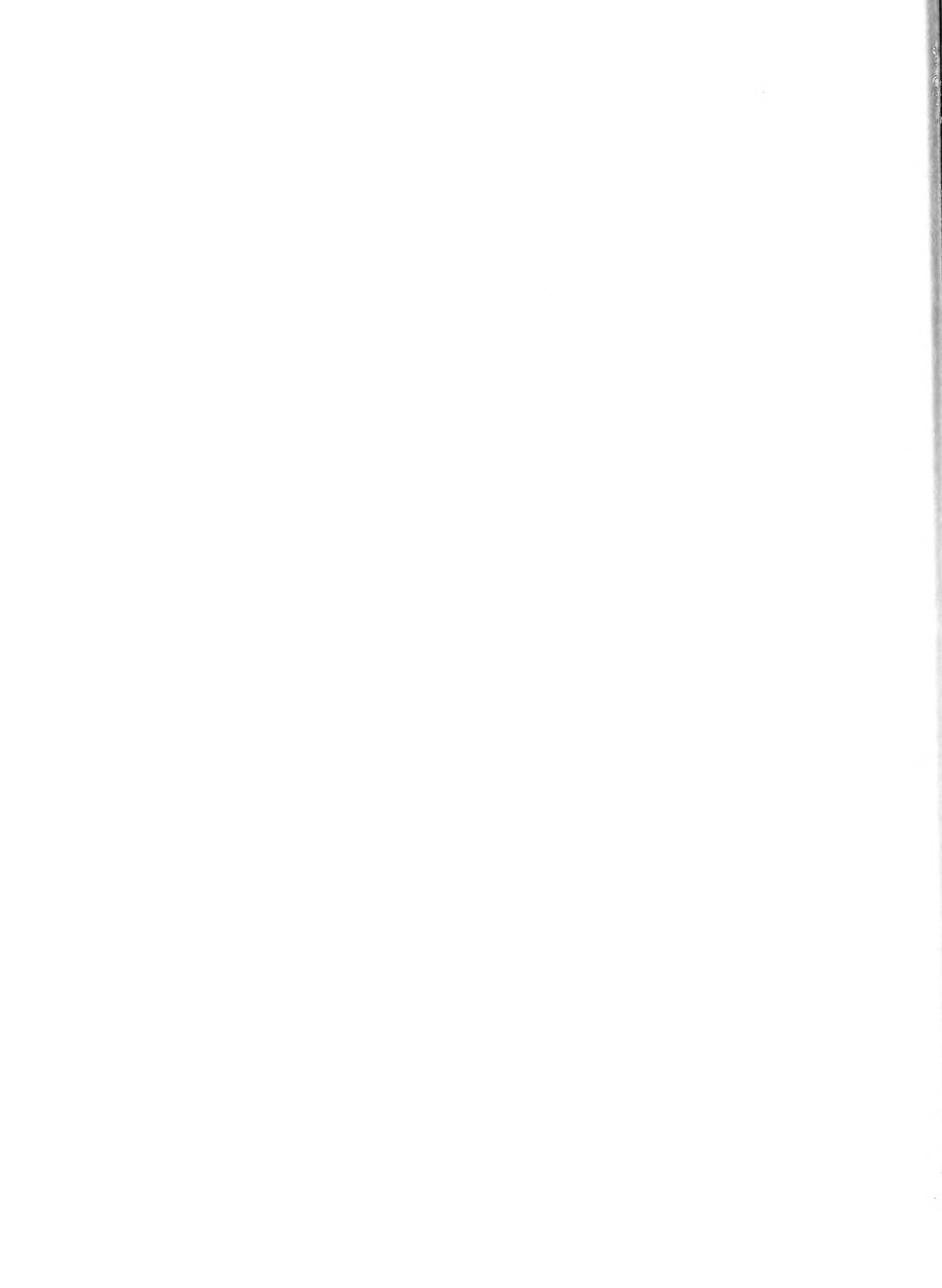


Buildings

<u>Number</u>	<u>Name</u>
149	Constitution Park
199	Navy Yard Parking Garage
33	The Billings Building
34	The Parris Building
38	The Cooper Building
39	The Carriage Building
62	The Hemp House
58	The Ropewalk
36	Ironsides Place
108	The Anchor Building
114	The Charlestown Boatyard
105	The Chain Forge
106	The Basilica
75	The Timber House
120	John Paul Jones House
266	Captain's Quarters
96	The Power House
79	The Boiler House
42	Constitution Quarters
103	The Anchorage
197	Independence Quarters

Areas

<u>Letter</u>	<u>Name</u>
A	Shipyard Quarters Marina
B	The Shipways
C	Constellation Wharf
D	Bricklayers and Laborers Non-Profit Housing



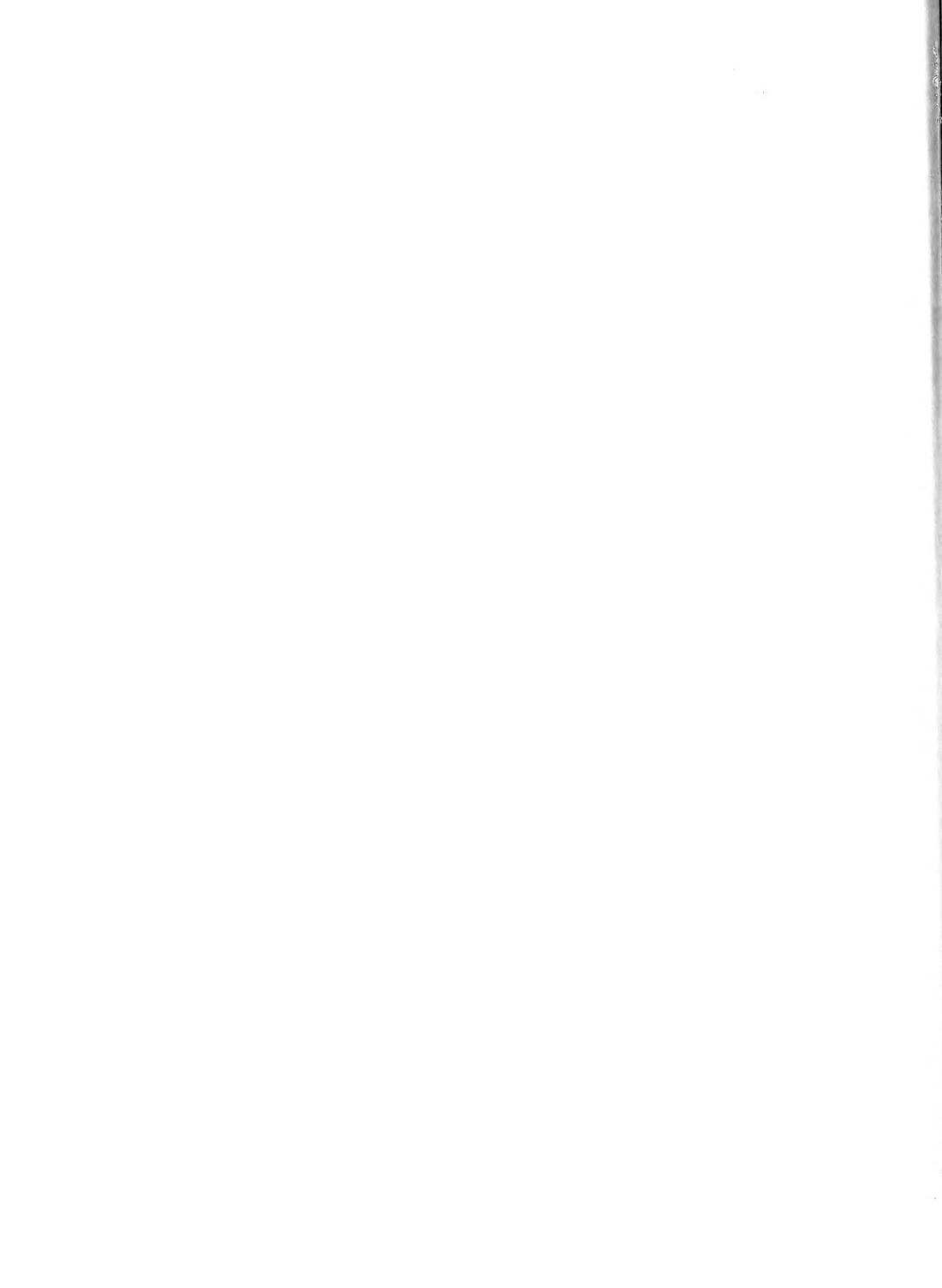
FAN PIERS

Located at the mouth of the Fort Point Channel on Boston's Inner Harbor, the Fan Piers site occupies approximately 35 acres of land in close proximity to downtown Boston. The proposed project is the largest private development proposed for Boston's waterfront. The design of the Fan Piers will create dramatic view corridors from South Boston and downtown to Boston Harbor, inviting all to a waterfront that is alive, accessible, and, by extending the existing streets onto the Piers, an integral part of the city.

The new Master Plan concepts were proposed in 1984 and in August of that year, Mayor Flynn established the Fan Pier/Pier 4 Citizens Advisory Committee (CAC). Since then, more than 62 public meetings have been held involving the CAC, the Harborpark Advisory Committee, waterfront constituencies and the South Boston community. In addition, more than 30 working sessions have been held between the development team and the staff of the Authority including a number of all day planning and design sessions. The hard work of all involved and the comprehensive public review process enabled the Boston Redevelopment Authority Board to approve the proposed development of Fan Piers on April 23, 1987.

PROJECT CHRONOLOGY

- o 1981-1982 -- Original Plan Abandoned
- o 1984-1985 -- New Master Plan Concepts Proposed
- o August 1984 -- The Citizens Advisory Committee Formed
- o December 1985 -- Draft Environmental Impact Report Submitted
- o February 1986 -- Master Plan/Planned Development Area Review
- o November 1986 -- Development Plans Submitted
- o November 1986 -- Final EIR Submitted
- o February 1987 - Certificate of Adequacy Issued
- o March 1987 - Revised Development Plans Submitted
- o March 1987 - Public Hearing Held
- o April 1987 - BRA Board Voted to Approve Development Plans



The Current Proposals

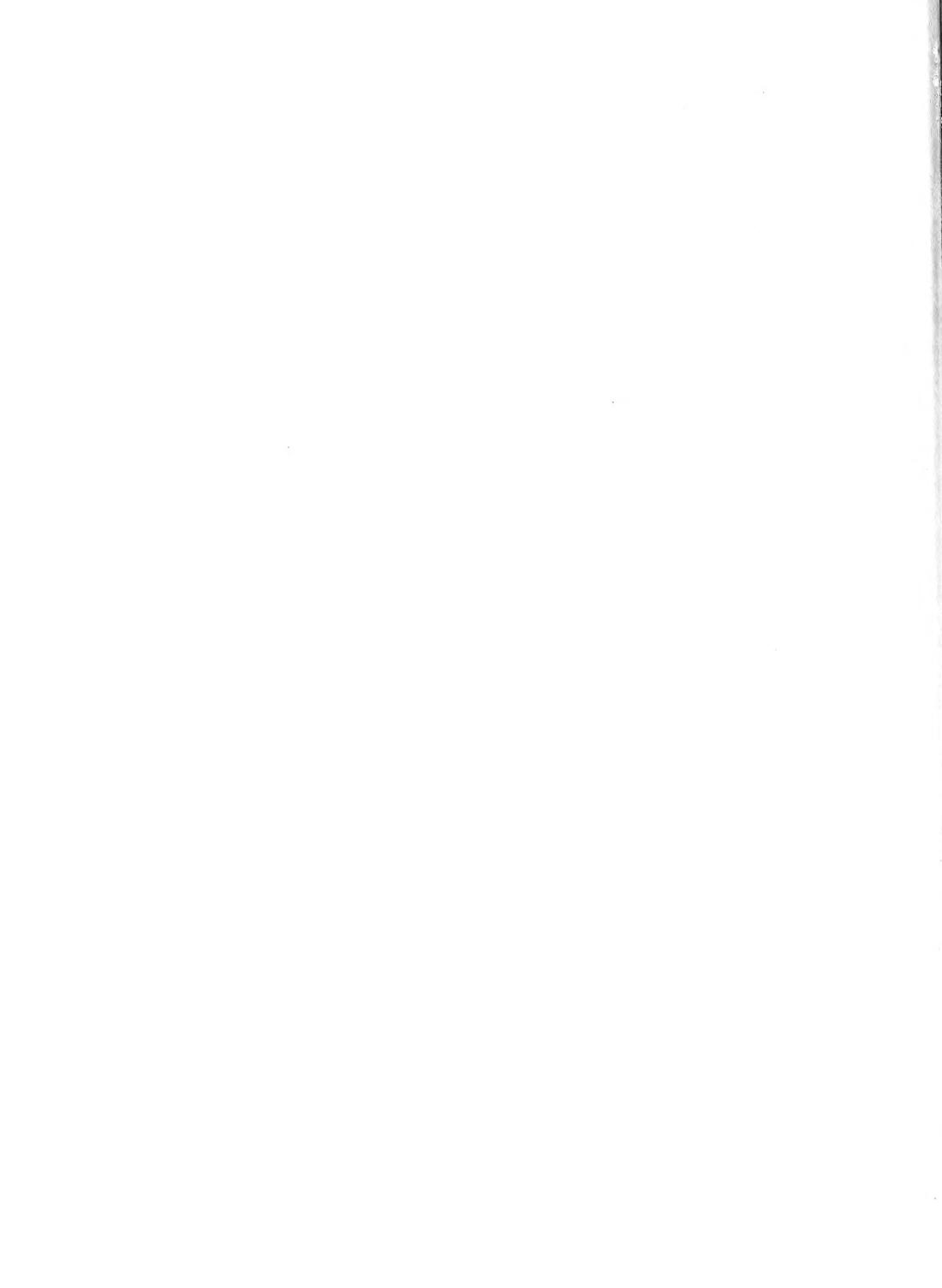
- o The development programs proposed for the Fan Pier and Pier 4 sites feature twelve distinct buildings. The total build out would be approximately 4.8 million square feet. Proposed uses include a total of 2,363,125 square feet of residential and hotel, 2,098,397 square feet of office, 251,439 square feet of retail space, and approximately 110,000 square feet devoted to public/cultural uses.
- o Buildings nearest to the water's edge are predominantly residential and hotel, with office uses located in buildings along Old Northern Avenue. Retail uses focus along the Fan Pier canal and the Pier 4 plaza and a major new cultural site is prominently situated along the Fort Point Channel.
- o The development programs are based on master plans designed by Kallmann McKinnell & Wood for Pier 4 and Cesar Pelli and Associates for the Fan Pier.

Open Space and Waterfront Access

- o Continuous public access to the water's edge, a variety of public open spaces, and water-dependent uses are proposed.
- o One and one-half miles of public walkway along the water's edge added to Harborwalk; fifteen acres (including roads) of public open space including a waterfront park, Harborpark overlook, a pedestrian plaza, and a linear park along Pier 4; a canal and marina for increased water transportation and recreational activity within Boston Harbor; public docking facilities; on-demand water taxi and fishing pier.

Roadways

- o The developments will be integrated into the existing city street grid by extending existing city streets into the Fan Pier site. Proposed access roadways from the Seaport Access Road connecting to the Third Harbor Tunnel will be extended into Pier 4.
- o A new canal will be cut across the Fan Pier site, aligned with the Custom House Tower and connecting the Fort Point Channel to a new marina created in the cove between Fan Pier and Pier 4. This basic pattern of streets, blocks and public access through the sites and along the water's edge reinforces the traditional scale of Boston, and allows for view corridors and easy access to the waterfront.



SUMMARY OF CURRENT PROPOSALS

	Fan Pier		Pier 4	
	Approx. S.F. of <u>Ground Area</u>	Approx. Acres	Approx. S.F. of <u>Ground Area</u>	Approx. Acres
<u>Total Site Area</u>	826,000	19.0	712,832	16.4
Water	199,000	4.6	326,838	7.5
Building Footprint	294,000	6.7	166,230	3.8
Streets & Sidewalks	142,000	3.3	73,000*	1.7
Open Space	191,000	4.4	146,764	3.4
	Approx. S.F. of <u>Building Area</u>		Approx. S.F. of <u>Building Area</u>	
<u>Total Building Uses</u>				
Residential	826,730		598,655	
Office	1,405,760		692,637	
Hotel	667,909		269,831	
Retail	172,088		79,351	
Cultural	110,000		-	
Below Grade Parking	2,500 spaces		2,650 spaces	

* Streets only



PUBLIC BENEFITS SUMMARY

Housing

- o \$15.4 million in housing linkage to create affordable housing in the impacted area and throughout the city.
- o 1,000 market rate units.
- o 100 affordable on-site housing units with long-term affordability guaranteed.
- o \$2 million contribution to establish the South Boston Homeowners Stabilization Fund.
- o \$20,000 to assist artists community.

Jobs

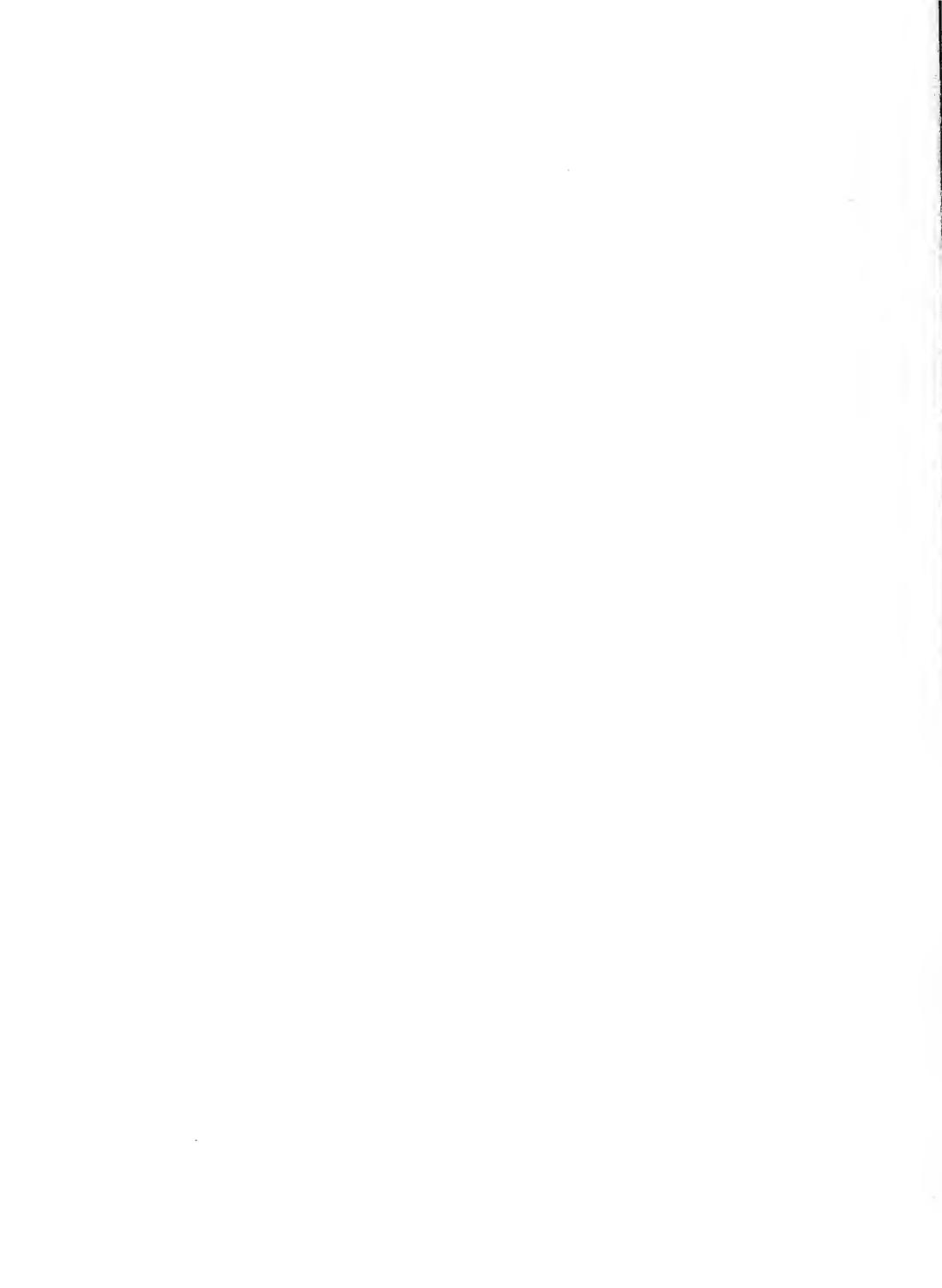
- o \$3 million in jobs linkage for job training.
- o 10,000 permanent jobs.
- o 3,400 construction jobs, or 7 million workhours.
- o Employment Opportunity Plan to promote hiring of South Boston residents, other city residents, minorities and women for new permanent jobs.
- o Outreach programs to employ South Boston residents.
- o Compliance with the Boston Residents Construction Plan.
- o Cooperation with the Mayor's Office of Jobs and Community Services in the pre-apprenticeship training program, and use of OJCS Job Stop offices.

Taxes

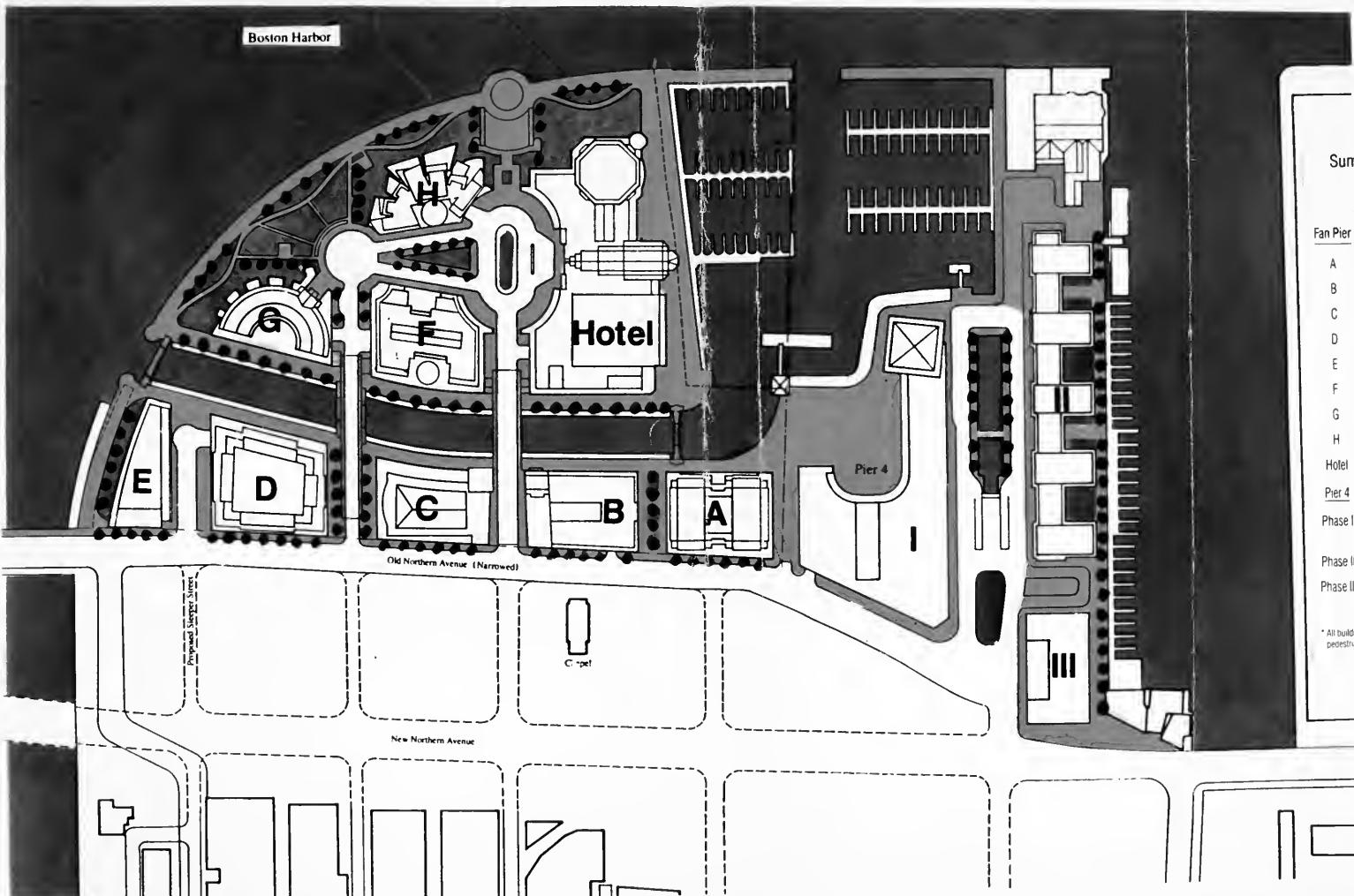
- o City Property Tax: \$18.9 million (developer estimate)
\$17.6 million (BRA estimate)
- o State and City Hotel Tax: \$3.8 million
- o State Meals Tax: \$1.6 million (developer estimate)
.86 million (BRA estimate)
- o State Sales Tax: \$3.7 million (developer estimate)
\$1.8 million (BRA estimate)

Public Cultural/Facility

- o Donated building site on Boston Harbor.
- o \$3 million in infrastructure improvements.



BOSTON FAN PIERS



Summary Of Schematic Design
For Current Proposals

	Total Building Fan Pier Area (Sq. Ft.)	Building Height	Predominant Uses*
A	510,160	325'	office
B	191,330	122'	office
C	173,540	122'	office
D	623,890	334'	office
E	110,000	110'	cultural/museum
F	470,520	220'	residential
G	260,880	188'	residential
H	149,750	131'	residential
Hotel	692,417	450'	hotel
Pier 4			
Phase I	759,307	389'	residential, hotel & office
Phase II	448,167	122'	residential
Phase III	433,000	290'	residential & office

* All buildings have ground floor retail uses along sidewalks and pedestrian ways.

SITE PLAN



FORT POINT CHANNEL

AREA-WIDE PLANNING

Introduction

The success of the Fan Pier/Pier 4 Project is highly dependent on the ability of the public sector, as represented by the city and state governments, the Boston Redevelopment Authority, the Massachusetts Port Authority, and other state and city agencies - to address area-wide Fort Point Channel and South Boston neighborhood concerns.

Two initial planning study efforts have been recently initiated by the Boston Redevelopment Authority in the Fort Point Channel Study Area at the request of the Fan Pier/Pier 4 Citizens Advisory Committee.

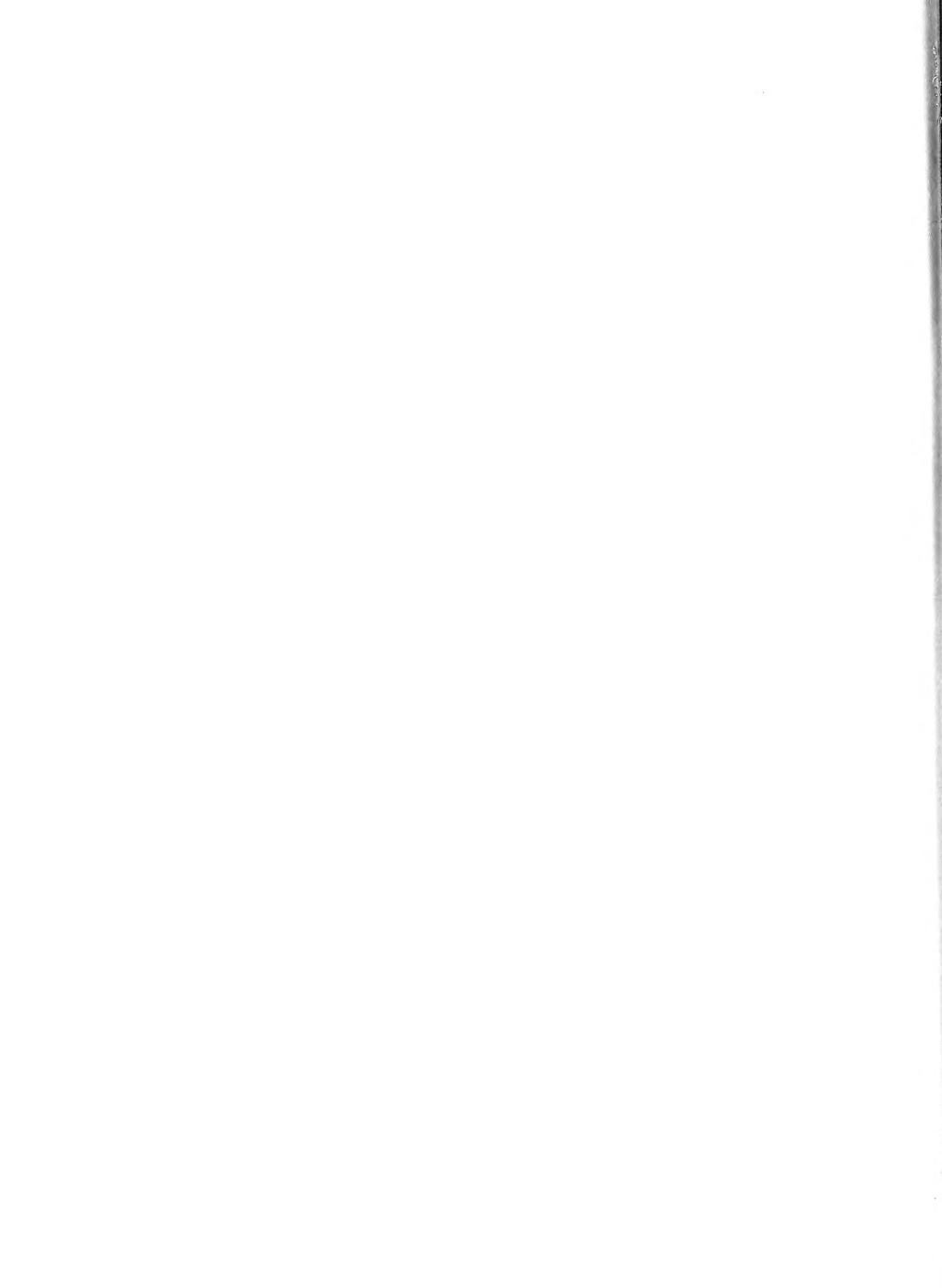
- o A Northern Avenue Corridor Study is directed at the area generally bounded by the Inner Harbor, Fort Point Channel, Summer Street and the Economic Development and Industrial Commission Properties. Its aim is to conduct a rezoning study in the area while strengthening community understanding and participation.
- o A South Boston Residential/Impact Area Study focuses on the marginal industrial and commercial uses between Bolton Street and West First Street, generally from the Gillette Safety Razor Facility to Dorchester Street. This study will be directed toward seeking solutions to the negative effects of industrial and maritime uses on the adjacent residential community; toward exploring the related issues of truck access and routing; and toward reviewing public improvements for this portion of Fort Point Channel.

The area-wide planning effort will provide a comprehensive forum for coordinating public improvements and development, such as the Third Harbor Tunnel, the By-Pass Road, and EDIC projects with private developments being planned over the next decade.

Implementation Mechanisms

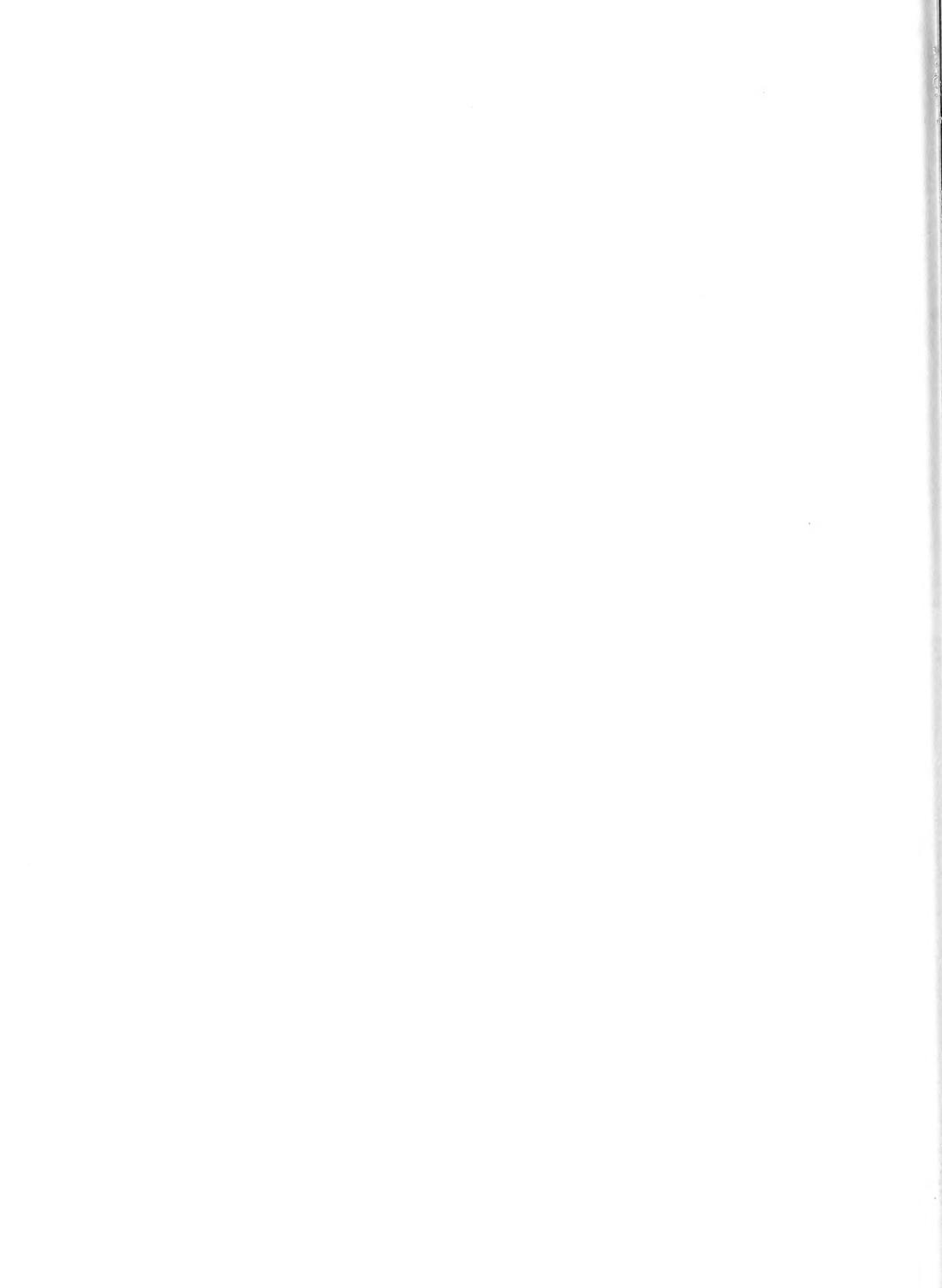
A number of implementing mechanisms will be considered to provide the necessary public control including:

- o Interim Planning Overlay District - In 1984, the Zoning Commission authorized the creation of Interim Planning Overlay Districts (IPODs) to allow comprehensive planning and rezoning of a neighborhood in keeping with that neighborhood's needs. These temporary regulations may stay in effect for a maximum of two years, during which new zoning may be put in place.
- o Improved Community Review - The Authority has taken steps to improve the community's ability to review development in this area. The BRA has requested Commissioner William Sommers of the Inspectional Services Department to establish an improved permit monitoring system in the Fort Point Channel in light of the BRA's new planning efforts in the area. The Authority has also requested that it be notified of building permit



applications on proposed projects within the Study Areas thus improving the public's ability to monitor development activity. The Fan Pier/Pier 4 Citizens Advisory Committee will maintain an overall coordination role in combination with the Harborpark Advisory Committee. Subcommittees composed of local interests will be established for review of sub-area studies within the Study Area.

- o Transportation Access Plan - The Transportation Access Plans required by developers of most new projects or substantial renovations, commits developers to a monitoring system which will inform the developer and the city of the development's success in meeting specific transportation objectives to mitigate project impacts over ten or more years. This requirement is a part of the city's Zoning Ordinance.
- o Satellite Parking Freeze Ordinance - The proliferation of long-term commercial parking in the Fort Point Channel area provides a relief valve to downtown office market needs, but the pressure for use of vacant lots for this purpose has greatly increased and will continue to do so with the level of development expected in the Study Area. There is also concern about possible airport related parking with the impacts from the Third Harbor Tunnel and additional ferry service to the airport. For these reasons, use of the Satellite Parking Freeze Ordinance would extend public controls over these types of uses.



PIER STUDY
INNER HARBOR PLAN

In order to increase use and maximize public access to Boston's waterfront, an active urban character must be established for the waterfront area. By mixing compatible land uses, the waterfront will be restored as a public way. All Bostonians and visitors will be able to enjoy the beauty of Boston's location and its unique historical characteristics.

The pier study of the inner harbor was conducted to facilitate a redevelopment plan that will make Boston's waterfront accessible to all Bostonians. The design principles of the study are set up to establish a relationship between buildings, open spaces, and public ways in order to recreate the dramatic views of the Harbor. These views include the unobstructed channel from the Old State House at Washington and State Streets down to Long Wharf and the harbor beyond.

The recommendations in this study will ensure that the waterfront area remain in scale with the existing North End residential community. The North End is currently zoned to a height limit of 55 feet. The North End Waterfront Neighborhood Council has been reviewing plans and proposals to ensure that new development adjacent to the North End, along the water's edge will be scaled to conform to the 55' height limits.

The Pier Study Recommendations, prepared by a private consultant, have been submitted to various community organizations for their review. After this period of community review, final recommendations, as modified, will be resubmitted to community groups. After final review these recommendations will be submitted to the BRA Board.

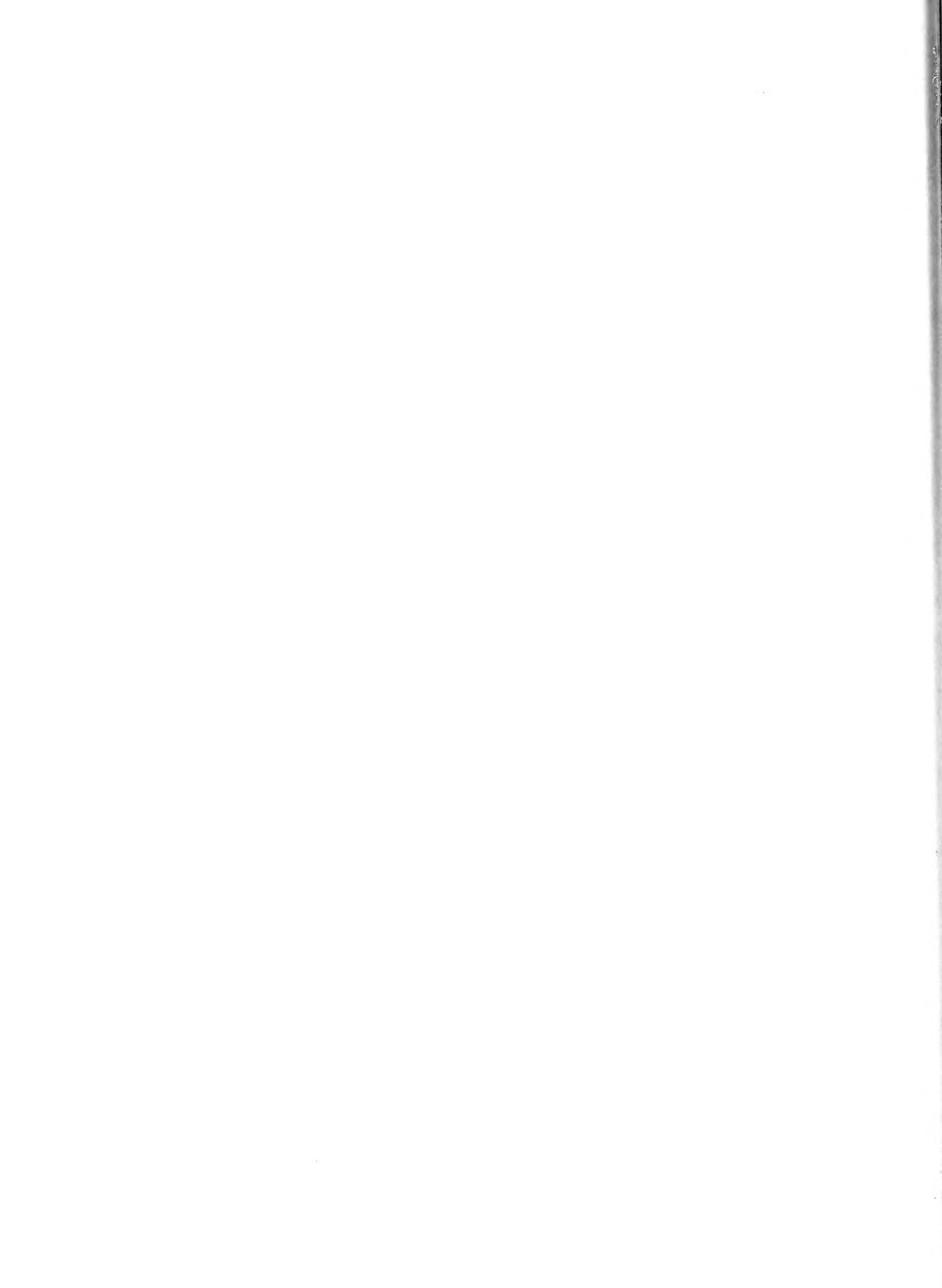
The recommendations are as follows:

Northern Avenue to Rowes Wharf

- o To encourage public access, an observation platform integrated with a harbor water taxi terminal along with and an 'up in the air' pedestrian bridge connecting the opened section and linking Downtown Boston with South Boston, should be constructed.
- o The Hooks Lobster property should be developed for mixed use while retaining the lobster business.

India Wharf/Harbor Towers

- o Recapture the space between Rowes Wharf and Harbor Towers building for a Downtown Waterfront mini-park by removing and/or relocating fencing, shrubbery, trees, swimming pool, and parking circle.
- o Restoration of view corridors through the removal and/or relocation of sculpture and trees.



- o Encourage public access by redesigning the existing pedestrian walkway and surrounding area.

Central Wharf/New England Aquarium

- o Restore view corridors by relocating the Dolphin Theatre Barge and reconstructing the concrete walls along Central Wharf.
- o Encourage public access and interest by developing the blank end of the New England Aquarium and establishing a Cross Wharf pedestrian walkway.

Long Wharf

- o Permit unobstructed views of the 'Great Cove' and Boston Harbor by changing portions of Christopher Columbus Park and the south edge of Waterfront Park.
- o Encourage public access through the use of paddle boats in the Great Cove, the construction of a pedestrian bridge linked to Commercial Wharf, and the addition of green house structures for retail use on the north side of the Marriott Hotel.
- o The proposed visitor center should be located adjacent to the Marriott and the proposed viewing tower should not be block or diminish the view from the State Street Corridor.

Commercial Wharf

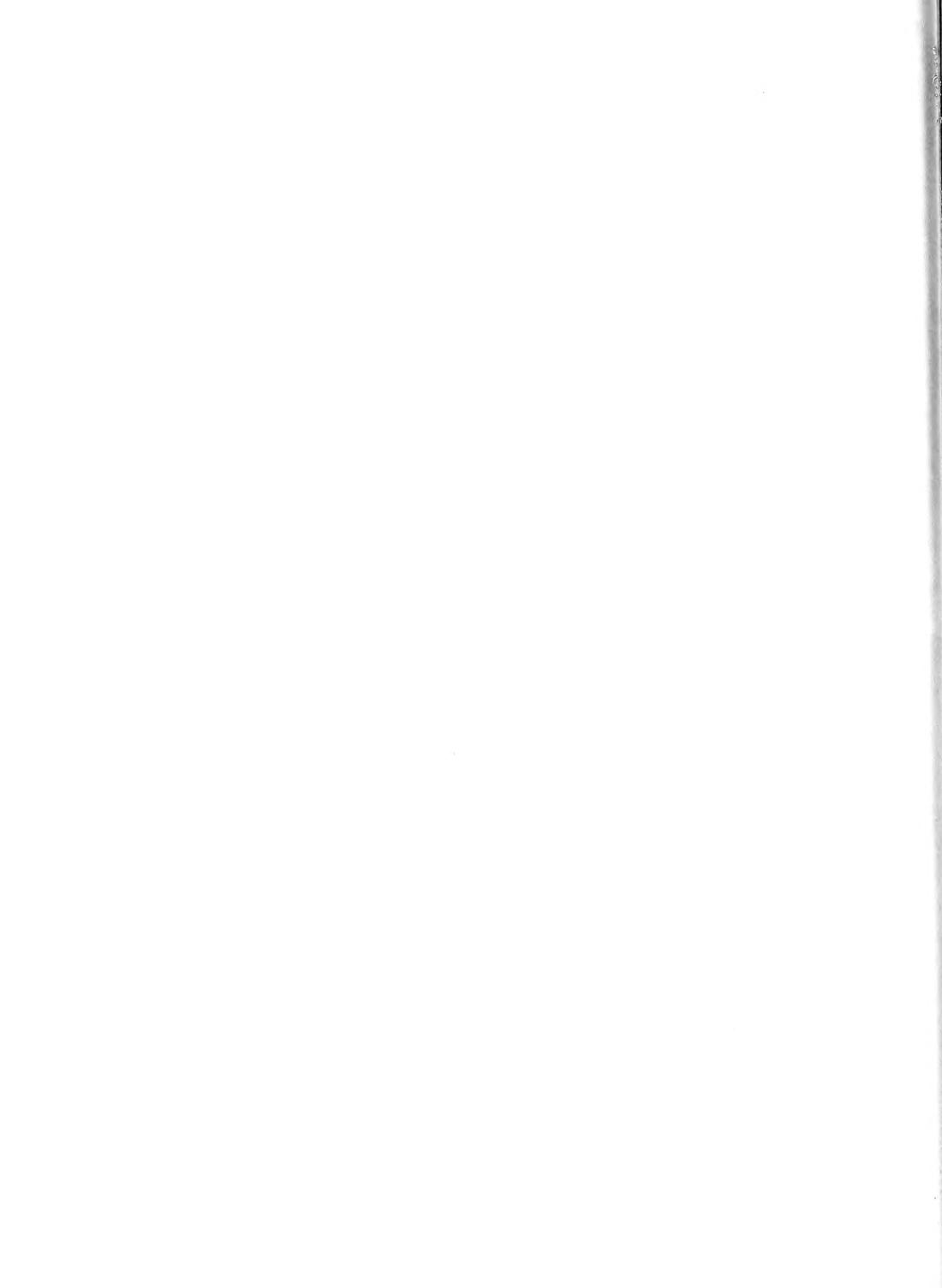
- o Encourage public access by the construction of additional housing, the development of public open space, and the descending point of the pedestrian bridge from T-Wharf landing.
- o Current open air parking on the Wharf should be discontinued and relocated underground.

Lewis Wharf

- o Preserve view corridors from the North End through the modification of the curved portion of the redeveloped Tow Boat Building and from Faneuil Hall through a Visual Easement of the proposed Pilot House Extension Building.
- o No open parking should be permitted on site and the proposed entrance-exit location for the underground garage should not be approved.

Sargent's Wharf

- o The primary use of this wharf will be for the construction of affordable housing as well as the development of public open space.
- o Pedestrian access could be encouraged by the construction of a pedestrian bridge across the inlet between Sargent's and Union Wharves.



Union Wharf

- o Restore view corridors and increase public open space by either removing or relocating the four unit condominium building, or the building could be demolished and replaced by an eight unit double duplex condominium unit.
- o Open parking should be discontinued.

Lincoln Wharf

- o The northwest end of the Coal Pocket building should be cut back to permit an important 'Down Harbor' view.
- o The Coal Pocket building should be entirely removed and a new building more compatible with the proposed North Ferry building be constructed. Regardless of the structure, ground floor retail use for both buildings is recommended.

Battery Wharf

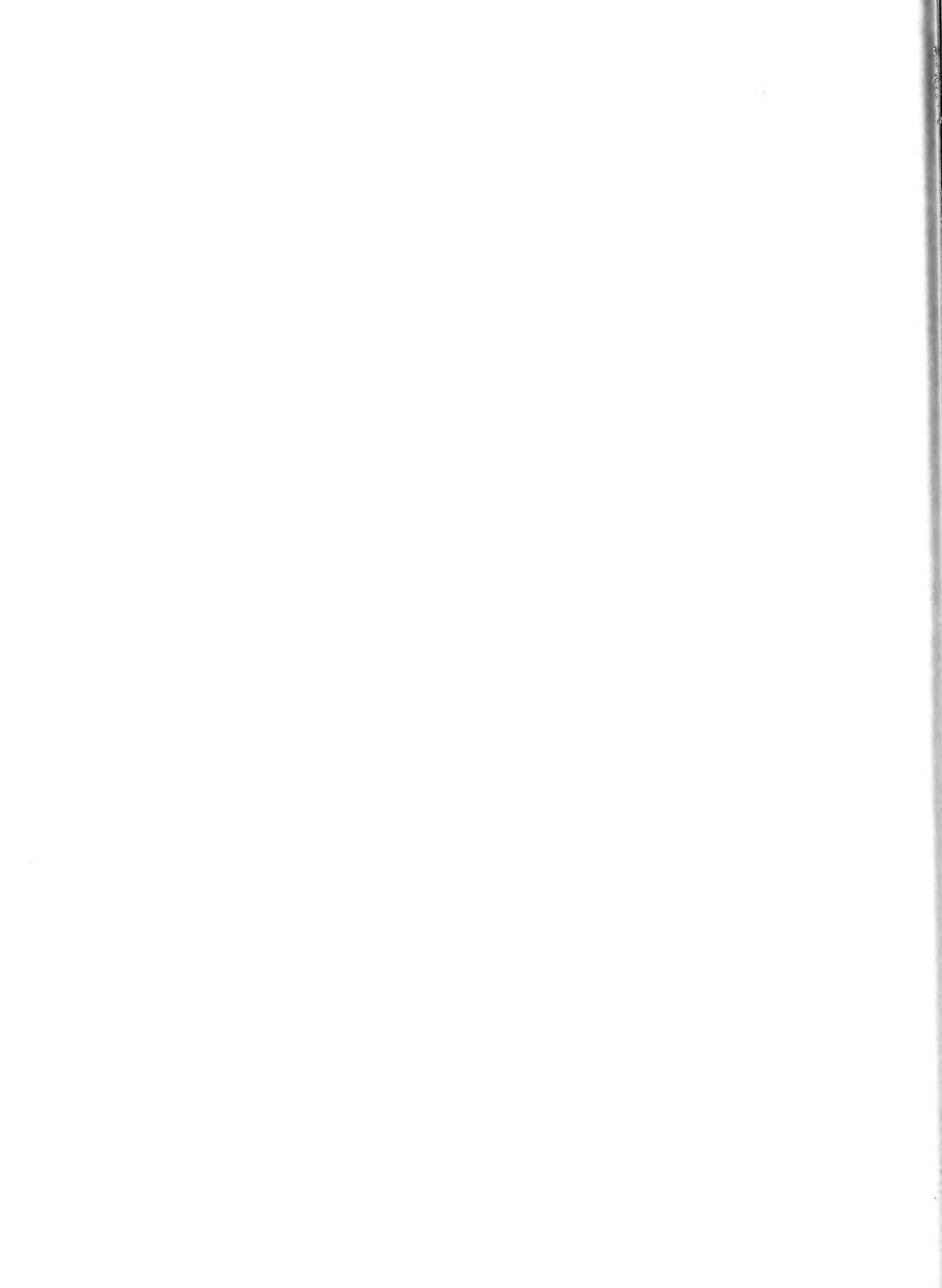
- o A mixed use development of housing and retail comprises the development program with a reasonable portion of the housing designated affordable.
- o At the point where Battery Wharf meets the recently constructed U.S. Coast Guard maintenance building the beginning of an 'up in the air' overhead walkway should be constructed that would continue across the U.S. Coast Guard Base on Constitution Wharf, to come down to the ground at the North End Playground as part of the Harborpark continuous walkway system.

Constitution Wharf-United States Coast Guard Base

- o Recommend the construction of an 'up in the air' overhead walkway, beginning on Battery Wharf and running behind the recently constructed maintenance building, across the Coast Guard Base to the North end Playground.

North End Playground

- o The existing playground-baseball field, the swimming pool and wading pool, the basketball court and the bocce courts should be replaced with a rebuilt combination baseball-soccer-football field with underground parking which could accommodate approximately 450 cars per level.
- o A new, enclosed Sports and Recreation Pavilion should be built where the old pier used to exist. This new facility could include indoor tennis courts, a basketball court, a health and fitness gym, and a swimming pool for the older children and adults, with a separate wading pool for the younger children located in an adjacent structure.
- o The Bath House Building should be demolished and a new mixed income residential building be built, with the ground floor utilized for active



retail and community space, and the basement utilized for lockers, changing facilities, and showers which could be connected to the Sports and Recreation Pavilion.

Special Areas of Consideration

North End Parking Garage: Commercial-Prince-Hull Streets

- o This approximately 70,000 square foot parcel, containing a three-story inefficient parking garage, should be redeveloped into an efficient parking structure with a substantial amount of housing integrated, a reasonable percentage being affordable.

The Abbey Group-Epstein Parcel: Commercial-Clark Streets

- o Recommended that the Abbey Group be required to provide sufficient set back along the Clark Street edge of their parcel to ensure and unimpeded view from Hanover Street of Boston Harbor.
- o The Abbey Group should be encouraged to purchase the two low rise adjacent Commercial Street properties, or to lease the air rights so that a cohesive development can be accomplished along the important water-front edge of this site.

Former Sunoco Station-Flower Shop: At the Apex of Atlantic Avenue - Commercial Street

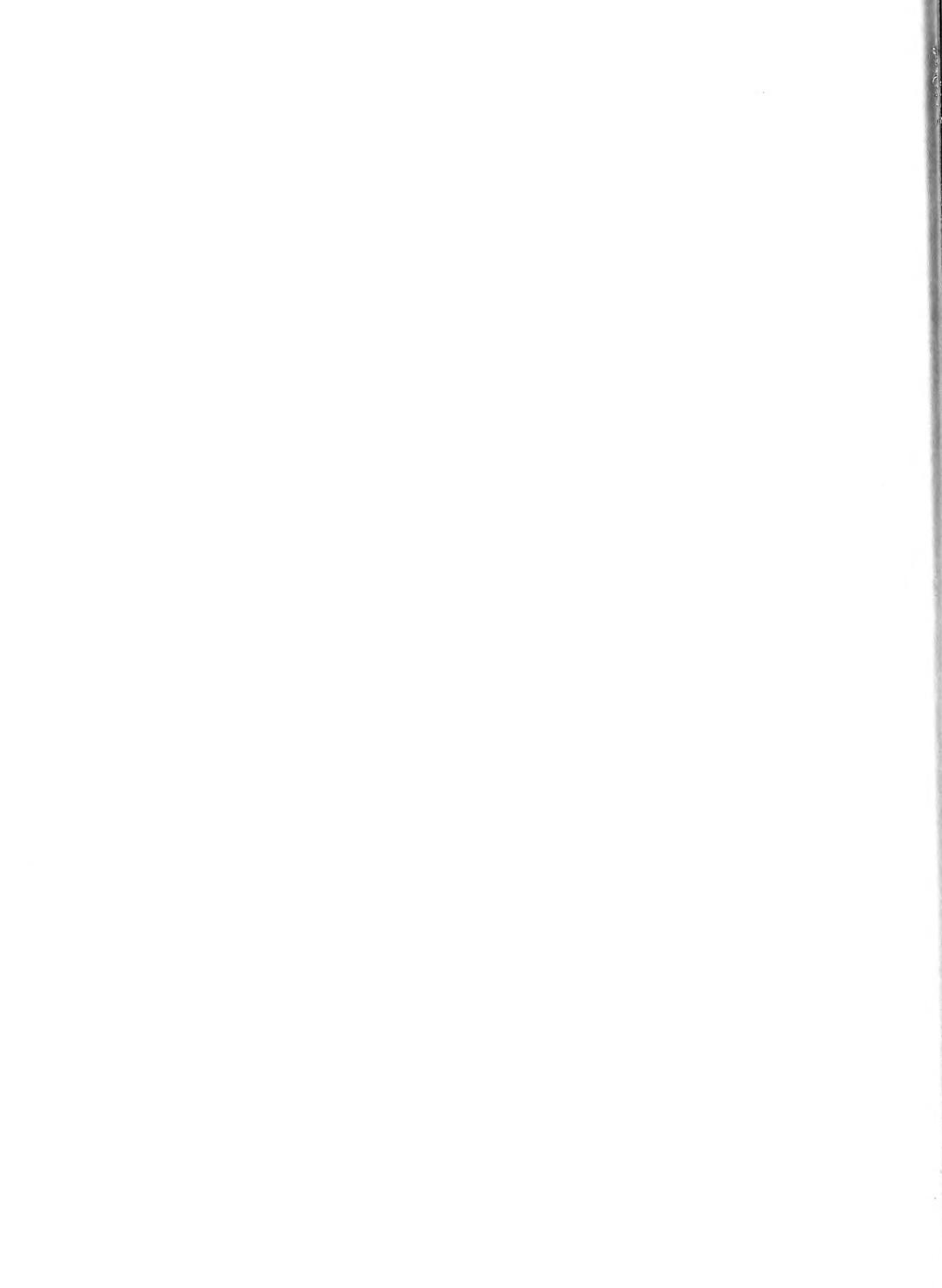
- o Recommended the acquisition by the BRA of this parcel or agreement by the owner to demolish the corner building, and in its place, create a new mini-urban park which would preserve the view down Commercial Street from Faneuil Hall marketplace to the Harbor.

Franklin Street

- o Recommend the acquisition by the BRA of the parking lot between Franklin and India Streets and the Under the Artery Roadway, and the construction of a realigned and widened Franklin Street, plus creation of a new mini-urban park at the strategic location.

Commercial Street Atlantic Avenue

- o Recommend that this important continuous, but confusing Commercial Street-Atlantic Avenue roadway should have only one name, Atlantic Boulevard from at least the Charlestown Bridge to the Northern Avenue Bridge.
- o Recommend that the Atlantic Boulevard in terms of its appearance should have a unified landscape, pavement, and lighting treatment characteristic of the great urban waterfront boulevards in Europe.
- o Recommend that the Atlantic Boulevard have a consistent width of approximately forty-four feet (44') along its whole length, and that its recaptured pavement surface be added to the waterside pedestrian path, and a small portion of this be devoted to a bike path.



Central Artery Corridor: Northern Avenue Bridge to Faneuil Hall Markets - Commercial Street

- o Recommend both overhead improvements to the 'ceiling' of the Central Artery and to the sidewalk and street surface below, at key pedestrian crossing points from the Downtown and Faneuil Hall Marketplace to the Waterfront and Boston Harbor, and vice versa, be made to help mitigate the negative effect of this dark barrier.

MDC Park-Ice Skating Facility-Tennis Court-GSA Leased Office Building, and Parking Lot

- o Increased public access is greatly encouraged for redevelopment of this site including the rehabilitation of the MDC rink for year-round use; and the conversion of the GSA building to an active recreational and community use facility.
- o The open parking lot should be replaced by a new mini waterfront park and amphitheater.

Hoffman Building-Charlestown Bridge-Charles River Basin

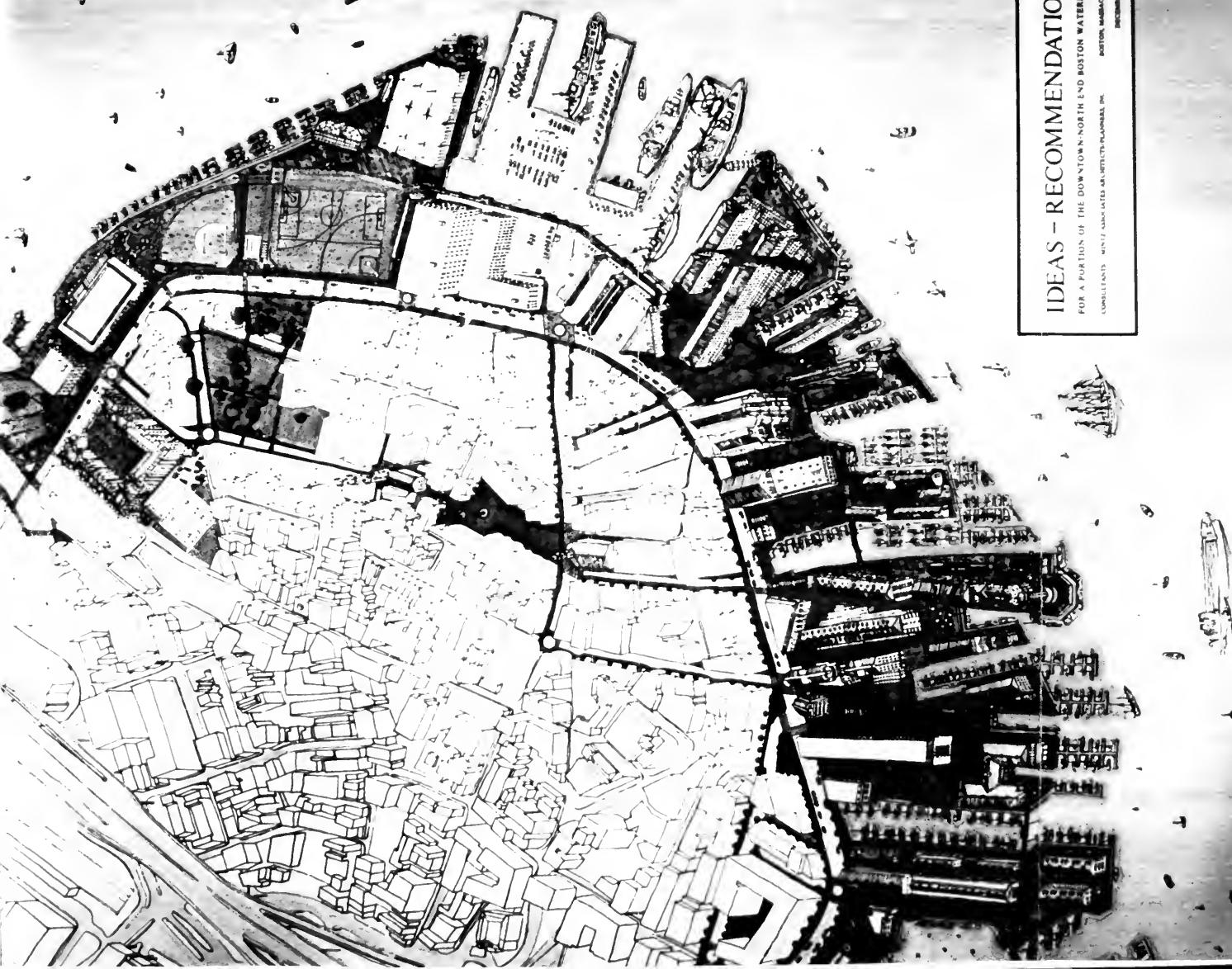
- o The MDC should acquire the land-water area behind the Hoffman Building to completely link the Charles River and the Downtown-North End Waterfront. Another Boston Harbor Observation Tower with a Water Taxi Terminal at its base be built there as part of this newly acquired site.



IDEAS - RECOMMENDATIONS

FOR A PORTION OF THE DOWNTOWN-NORTH END BOSTON WATERFRONT
BOSTON HARBOURPLAZA INC.
CONSULTANTS: WENFEL CONSULTING PLANNERS INC.

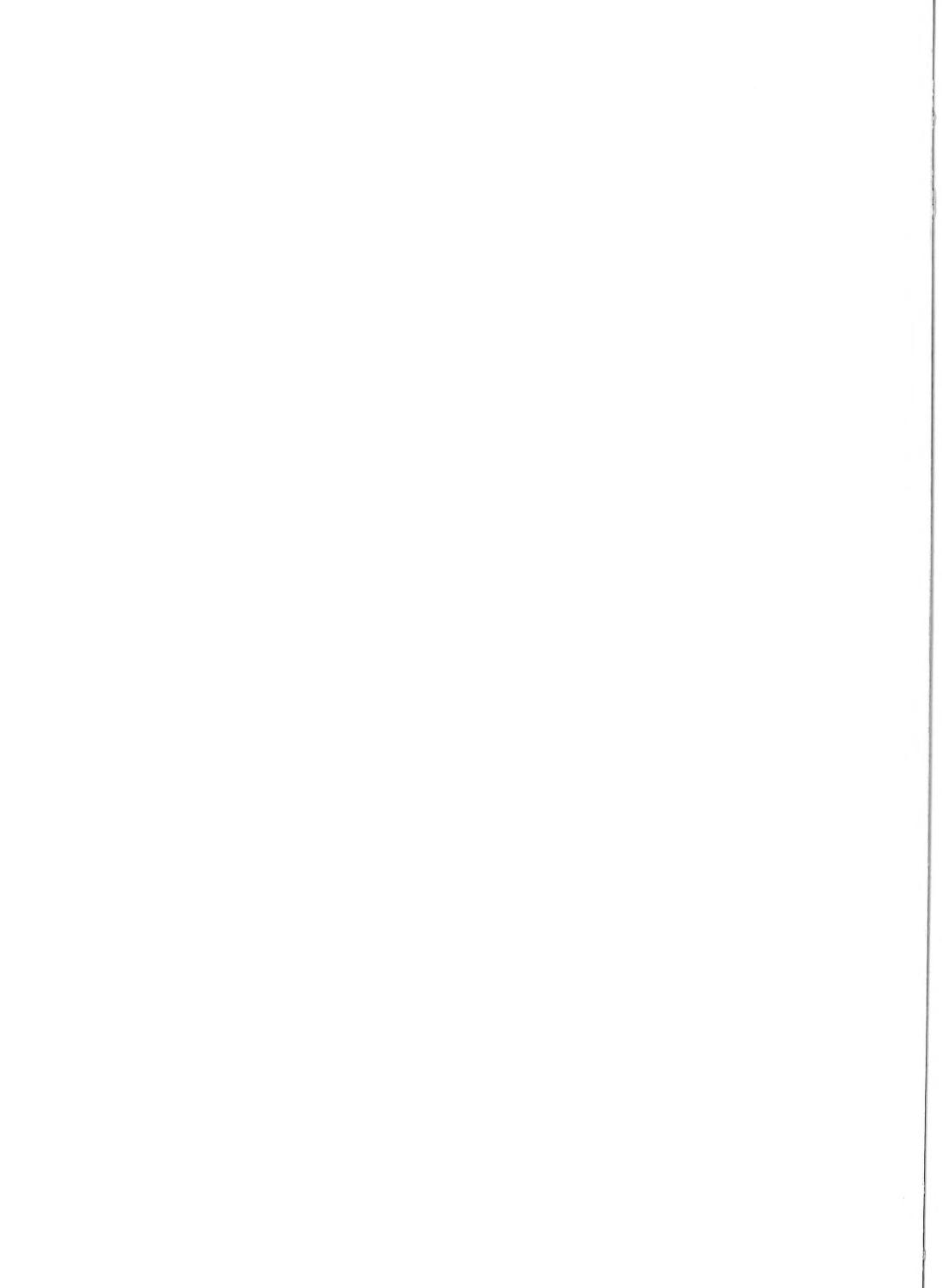
DECEMBER 6, 1988





EAST BOSTON INTERIM PLANNING OVERLAY DISTRICT

- o The purpose of the East Boston Interim Planning Overlay District is to manage growth so as to preserve the residential character of the neighborhood and to maximize the benefits of the waterfront. The IPOD will promote harborpark goals for public access to the waterfront and integration of the waterfront with the inland community. Height limits will protect the view of the Waterfront for the Downtown and Charlestown.
- o In regulating land uses so as to prevent the encroachment of businesses that are incompatible with residential uses and local and retail services, the IPOD focuses special attention on Logan Airport. The IPOD calls for a plan to control airport growth, remove airport-related uses from the community and reduce existing noise impacts on the neighborhood.
- o Special reserve zones will be established for the potential development of affordable housing, open space and mixed uses on publicly-owned land. New public open spaces will be established.
- o Design controls and height limits will protect existing architectural scale and character, while street facades and signage in neighborhood business districts will be enhanced to create a sense of place for commercial needs.
- o Transportation issues will receive special attention, and the parking ratios for residential development will be increased.



EAST BOSTON IPOD SUBDISTRICTS

1. JEFFRIES POINT
2. MAVERICK/CENTRAL
3. EAGLE HILL
4. PARIS FLATS
5. DAY SQUARE
6. HARBORVIEW
7. ORIENT HEIGHTS
8. MAVERICK/CENTRAL WATERFRONT - SSA
9. CONRAIL CORRIDOR - SSA
10. SUFFOLK DOWNS/MICHAEL MCGELLEN HIGHWAY - SSA
11. LOGAN AIRPORT

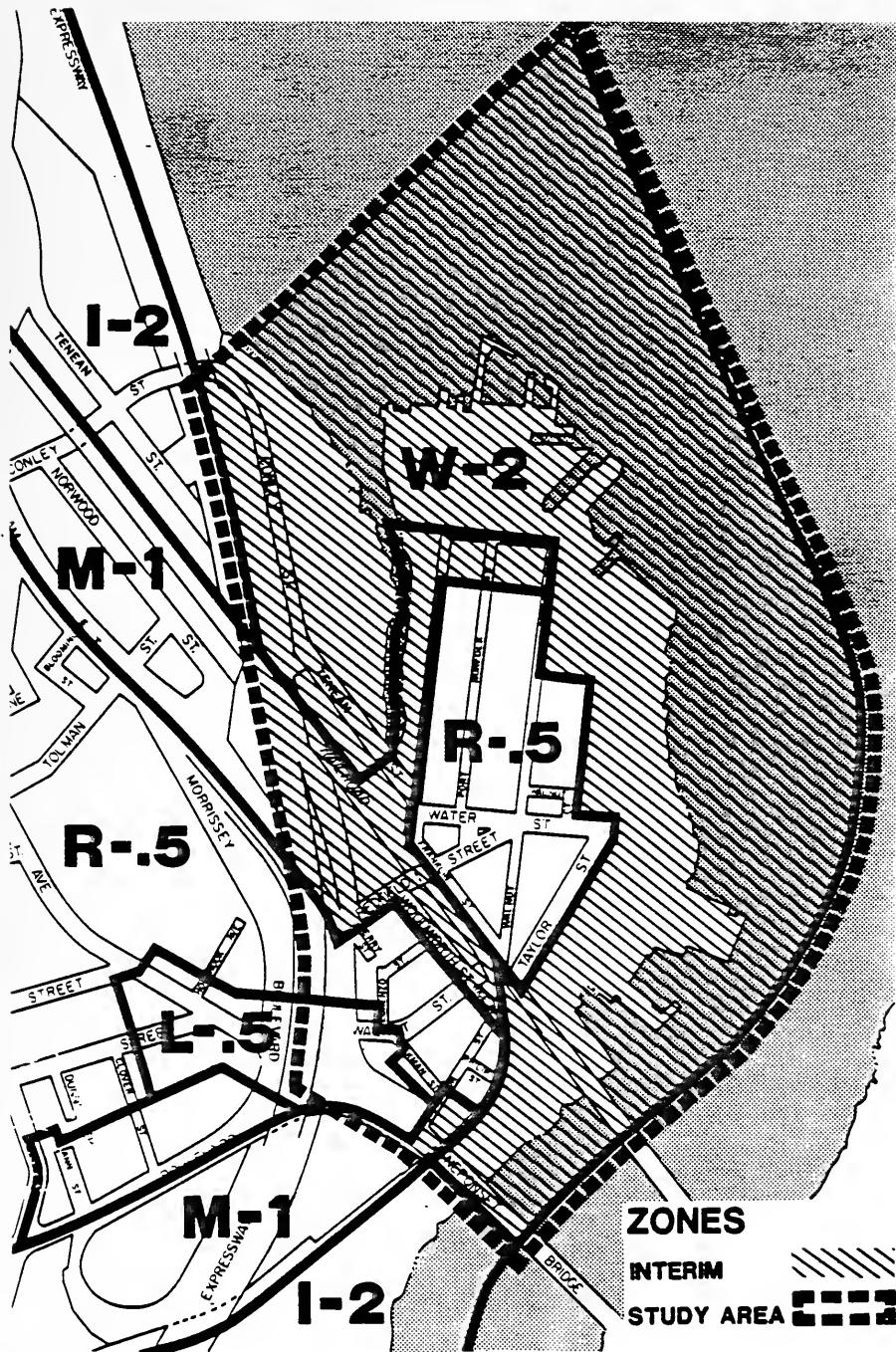


PORt NORFOLK INTERIM PLANNING OVERLAY DISTRICT

- o The Port Norfolk IPOD was adopted in September 1985 and options for final revised zoning are currently under review. The primary purpose of the Port Norfolk IPOD is to prevent further degradation of water quality in the Dorchester Bay and Neponset River and to protect existing scale and character of the residential community, to provide for open space and active use, enjoyment, and enhancement of the waterfront, and to provide for visual and pedestrian access to the waterfront.
- o One of the zoning recommendations that will support the goals of visual access and protection of scale of the residential area is to provide for a height standard of thirty-five feet and for design guidelines that are compatible with the prevailing single and two-family residential structures. The Port Norfolk Condominiums recently approved for this neighborhood were reviewed by the community and the BRA and redesigned under the IPOD process to meet the scale and water view goals.
- o Heavy industrial uses that would be allowed by underlying zoning will not be permitted by the new zoning. A waterfront service zone with a low density that would permit small scale waterfront services such as small boat repair, but minimize traffic generation through the neighborhood will be encouraged.
- o A significant benefit that has been achieved in Port Norfolk that is in the direct support of the goals of the IPOD is the acquisition by the MDC of the Schaffer Paper Company site. This site will be converted into a public park. The acquisition of this site has removed a chemically hazardous use and provided needed open space.



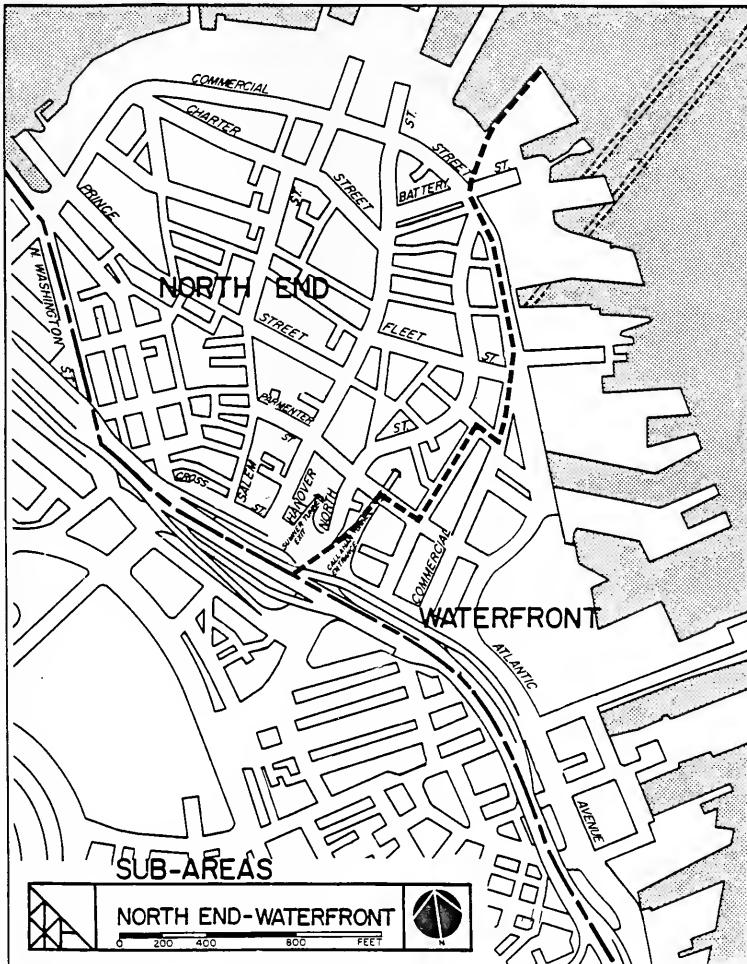
PORT NORFOLK IPOD





NORTH END ZONING

- A fifty-five foot height limit and Restricted Roof Structure Overlay was adopted on June 24, 1985 in the North End.
- Height limits were set to control density, scale and character of neighborhood and discourage displacement of long-time residents through speculation and conversions.
- The purpose of the North End zoning is to preserve existing residential character, protect the area from encroachment of downtown development speculation and development pressure from the proposed depression of the Central Artery.





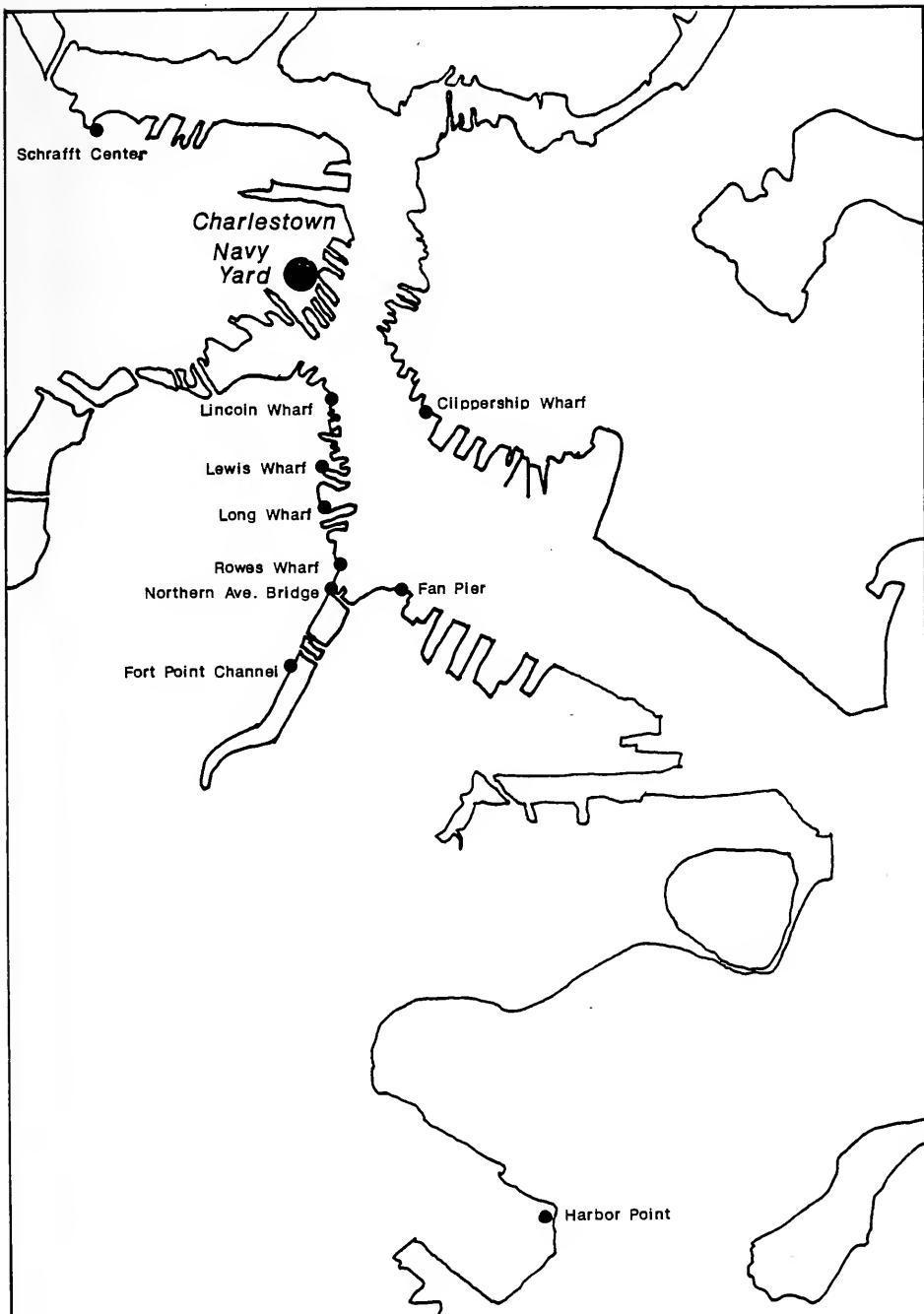
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NEW DEVELOPMENT



HARBORPARK DEVELOPMENT PROJECTS





HARBORPARK DEVELOPMENT PROJECTS

Charlestown

- o Progress of Development at Charlestown Navy Yard
- o The Schrafft Center

North End/Downtown

- o Lincoln Wharf
- o Lewis Wharf
- o Rose Fitzgerald Kennedy Garden
- o Long Wharf
- o Rowes Wharf
- o Northern Avenue Bridge

Dorchester

- o Harbor Point

East Boston

- o Clippership Wharf



INTRODUCTION

- o The total Harborpark planning and development program covers over 2,000 acres of public and private property stretching from the Chelsea Creek in East Boston to the Neponset River in Dorchester. Portions of five Boston neighborhoods are located in the project area: East Boston, Charlestown, North End/Waterfront, South Boston, and Dorchester. These neighborhoods are each currently faced with opportunities to develop their Harbor lands.
- o The benefits created by the Harborpark program are economic, recreational, and aesthetic, and include the following: increased visual and physical access to the water's edge and the water, increased maritime dependent uses, development of a water transportation network, new jobs, private investment, new tax revenue, housing opportunities for all income levels, and increased cultural and recreational public amenities along Boston's waterfront. By 1990, investment in the Harborpark area could surpass \$3 billion, which is over one-half of the total \$6 billion investment in the City of Boston currently anticipated in the same period. This \$3 billion is more than double the sum invested in the same area during the 1976-1983 period.
- o Ten Harborpark developments, which include existing and proposed projects, represent a total investment of over \$1.8 billion by 1991. In addition to new taxes, the linkage payments currently pledged from these projects total \$20.07 million.
- o Through the redevelopment of Boston's harbor the tax base is being increased. Prior to the Harborpark plan (1977-1983), the tax base growth generated by development was \$167,766,000. For the period of 1984-1990 tax base growth is projected at \$524,004,000. This is an increase of 47%. This growth will mean \$9,287,467 in net new taxes to the City of Boston by 1990.
- o In the ten major Harborpark projects alone, over 19,000 permanent, and 9,000 construction jobs will be guaranteed compared to the 10,000 new Harbor area jobs generated between 1976-1983; newly-created employment in Harborpark projects would constitute one-third of Boston's expected 75,000 new jobs.
- o Harborpark addresses the shortage of affordable housing by encouraging the construction of affordable Harbor housing on the waterfront, while requiring that 30% of such housing units be available to low- and moderate-income citizens. Over 5,000 residential units will be created in Harborpark with over 1,500 affordable rate units.

HOUSING: MEETING THE NEED FOR BOSTON'S FUTURE

CHARLESTOWN NAVY YARD:

- \$28 million project
- 2,500 total housing units
- 500 affordable rate units
- completed in 1990

BRICKLAYER'S & LABORERS NON-PROFIT HOUSING:

- \$3.7 million project
- 48 total housing units
- 48 affordable rate units
- completed in 1987

LINCOLN WHARF:

- \$45 million project
- 69 total housing units
- completed in 1989

SAN MARCO CONDOMINIUMS:

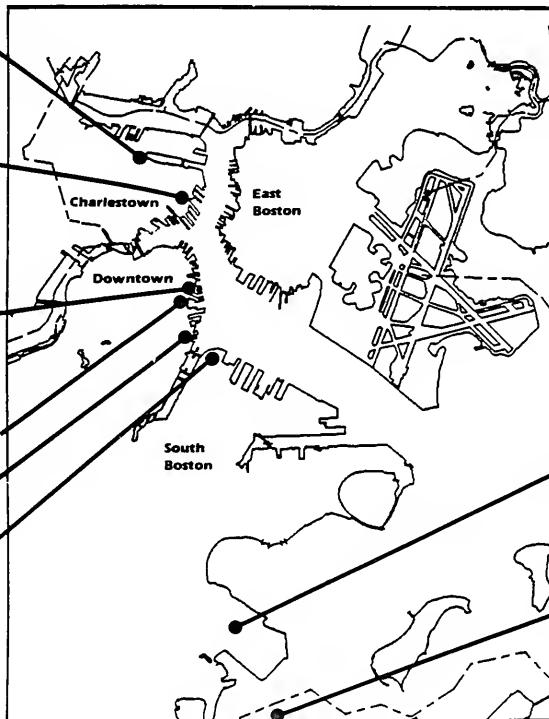
- \$25 million project
- 192 total housing units
- 160 affordable rate units
- completed in 1986

ROWES WHARF:

- \$12 million project
- 100 total housing units
- completed in 1987

FAN PIER:

- \$98 million project
- 1000 total housing units
- completed in 1992



HARBOR POINT:

- \$181 million project
- 1,283 total housing units
- 400 affordable rate units
- completed in 1989

PORT NORFOLK CONDOMINIUMS:

- \$10.5 million project
- 73 total housing units
- completed in 1988

Total Projected Residential Investment

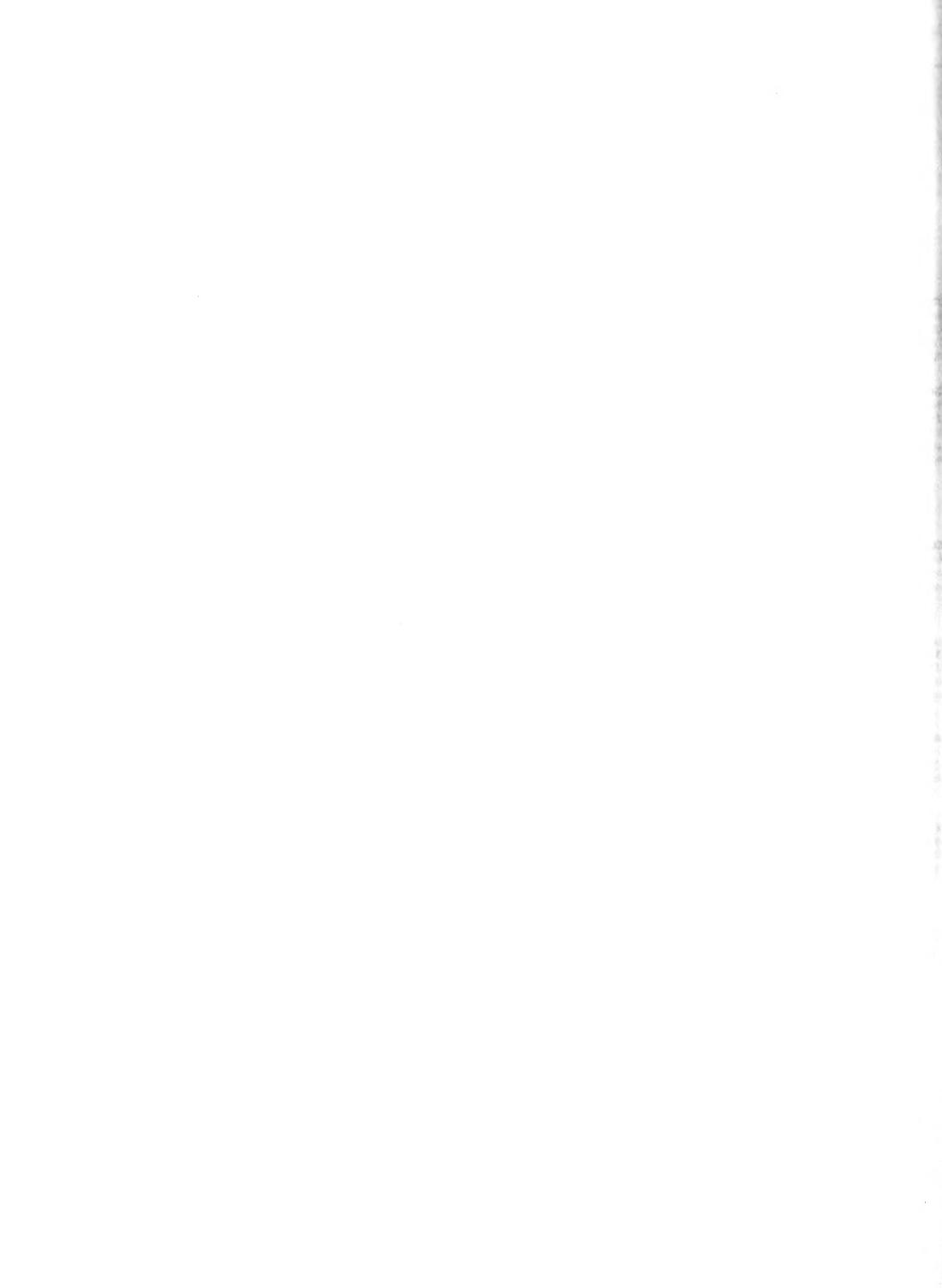
= 403.2 million

Total Projected Residential Units

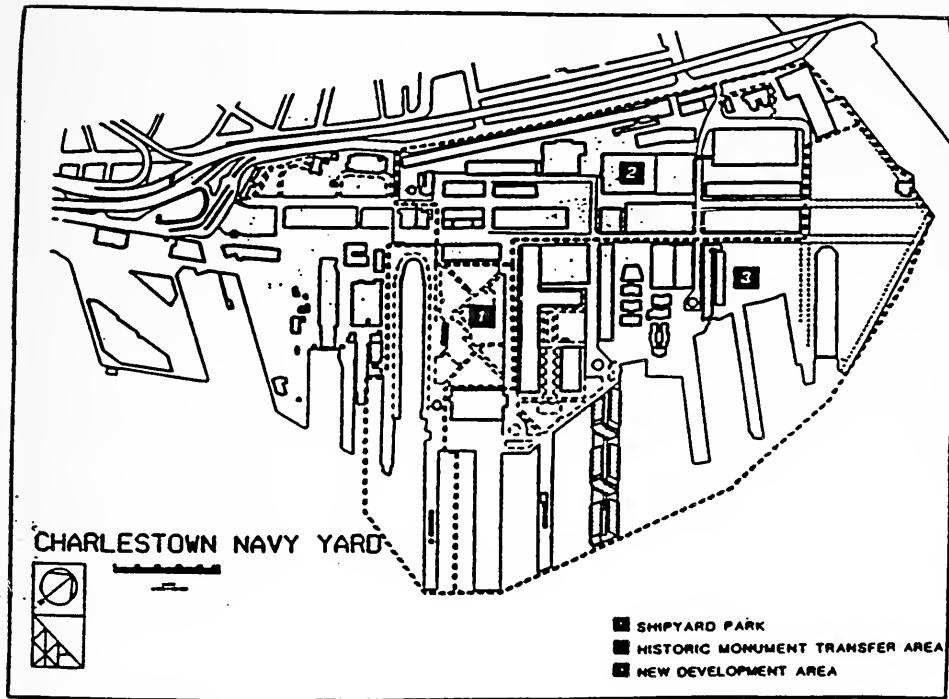
= 5,364 units

Total Projected Affordable Rate Units

= 1,531 units



CHARLESTOWN NAVY YARD





CHARLESTOWN NAVY YARD

- o The Charlestown Navy Yard is now emerging as one of the largest and most successful waterfront rehabilitation projects in the country and one of the city's newest neighborhoods. Prior to 1984 only four development in the Charlestown Navy Yard had begun construction and less than \$35 million had been invested in the Navy Yard.
- o Since 1984, over \$200 million has been invested in or committed to the Navy Yard, eleven projects have been completed or are under construction, another seven have begun construction, and fourteen additional projects will be completed by the end of 1988. Over 2,000,000 square feet of space has been approved including over one million square feet of residential space.
- o Occupying approximately 100 acres of the Charlestown waterfront in Boston's inner harbor, the Navy Yard is now becoming Boston's newest mixed-use harborfront community. The Navy Yard presents an opportunity to create a new neighborhood from an abandoned naval shipyard, to put new housing on unused piers, create new job and business opportunities on currently vacant land, and to preserve and reuse valuable and architecturally significant buildings that are a part of Boston's heritage.
- o More than half a billion dollars will have been invested by completion in the early 1990s.
- o In a sense the Charlestown Navy Yard is a "New Neighborhood." At final build-out, the Charlestown Navy Yard could have as many as 7,100 residents, more than approximately half of Massachusetts cities and towns. In addition, it could have as many as 5,400 workers which is more than approximately seventy percent of Massachusetts cities and towns.
- o At this time all of the buildings in the Navy Yard have been designated for development (with the exception of Building 107, which is owned by the National Park Service and used for storage, and The Muster House, which will serve as the main public information center for the Yard). The plan of development calls for the provision of a balanced mix of residential, and commercial space.



PROJECT: CHARLESTOWN NAVY YARD

STATUS: Projects are at various stages

Start of Construction: 1980
Estimated Completion: 1991

PROJECT DESCRIPTION

Gross Square Feet:	3,081,600 GSF
Office:	1,154,000 GSF
Retail:	135,000 GSF
Residential:	944,100 GSF (890 units)
Light Industrial	48,100 GSF
Parking:	775,100 GSF (2,159 spaces)
Marina Slips:	427

BENEFITS:

Annual Taxes
Upon Completion: \$4,390,200

Employment:
Permanent Jobs: 4,581
Construction Jobs: 3,502

Linkage:
City: \$3,813,700

Lease Payments: \$1,171,782/year, plus percentage of operation of revenues of commercial project and percentage of sales prices of residential condominiums.

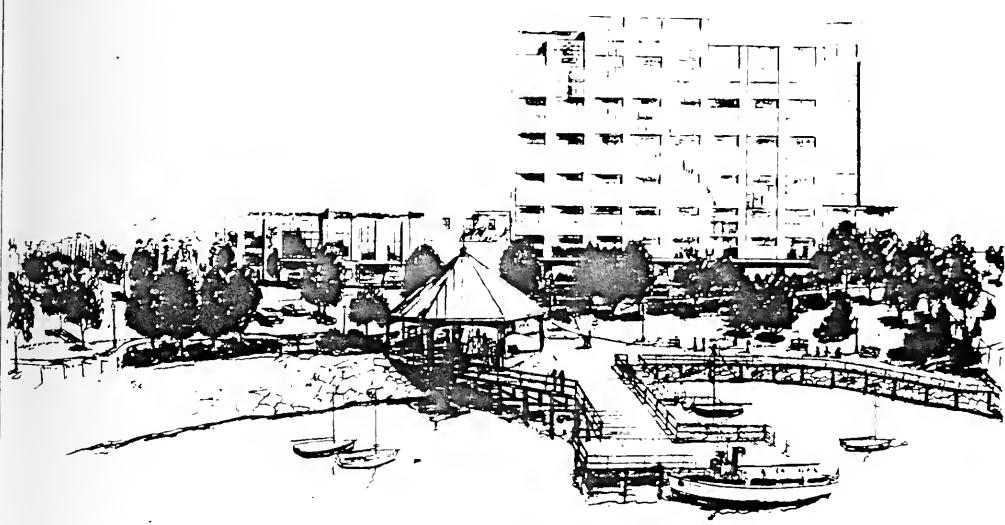
Harborwalk:
L.F.: 20,909

Public Open Space
% of Parcel: 40%

FINANCING:

TDC: \$238,988,000

THE SCHRAFFT CENTER





PROJECT: THE SCHRAFFT CENTER

STATUS: Under construction

DEVELOPMENT TEAM

Developer: The Flatley Company
Architect: Broad Street and Boston Survey Consultants

PARCEL DESCRIPTION

Location: Charlestown
Square Feet: 705,097

Buildings: 600,000
Land:

PROJECT DESCRIPTION FAR .85

Uses: Gross S.F.
Office: 588,000

Public amenities include a park on the waterfront, water transportation terminal, public boat launching ramp and a sailing program for city youths.

SCHEDULE:

Start of Construction: Spring 1985
Estimated Completion: Summer 1987

BENEFITS:

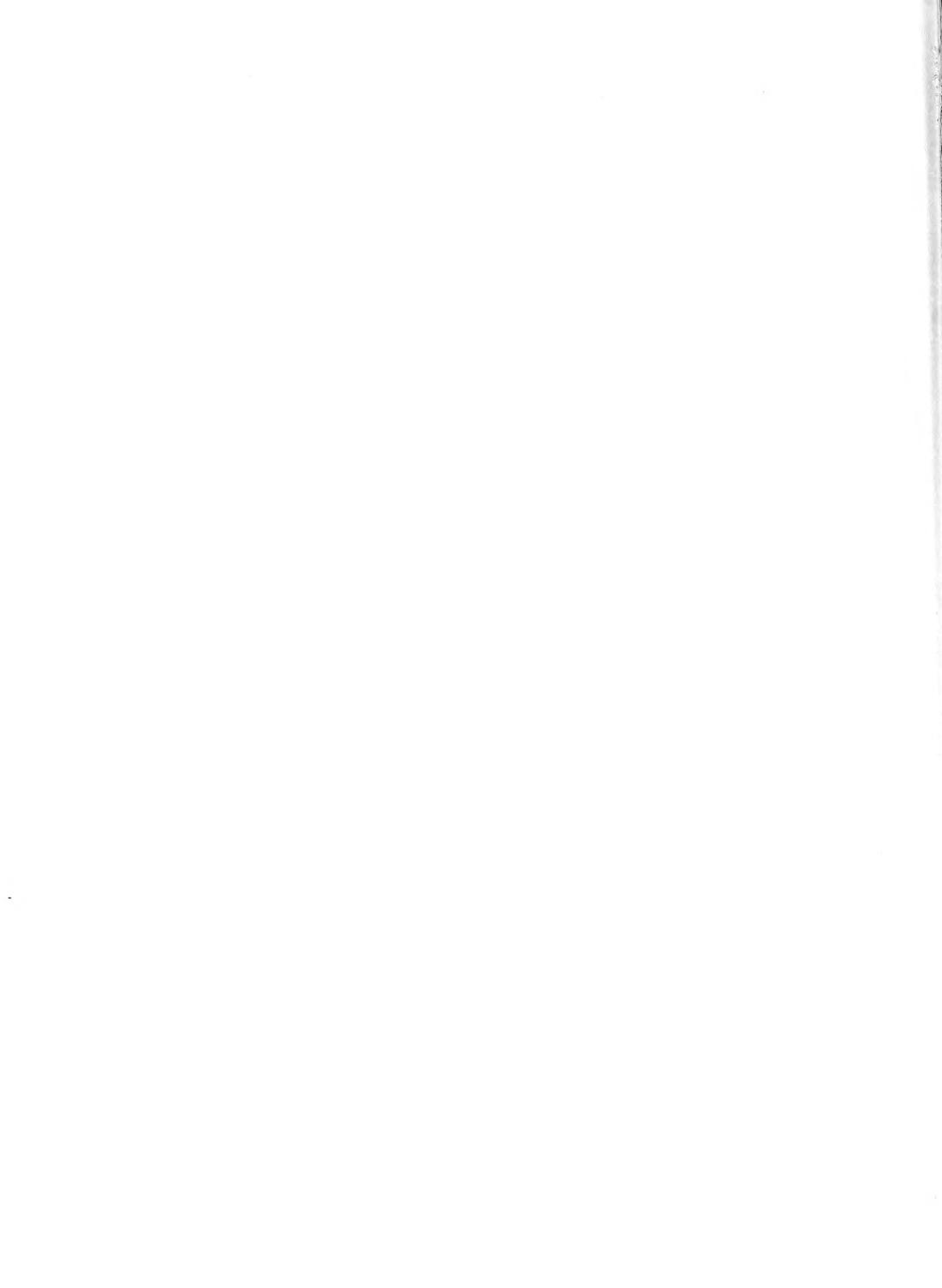
Annual Taxes
Upon Completion: \$430,000 (net new)

Employment:
Permanent Jobs: 2,500
Construction Jobs: 200

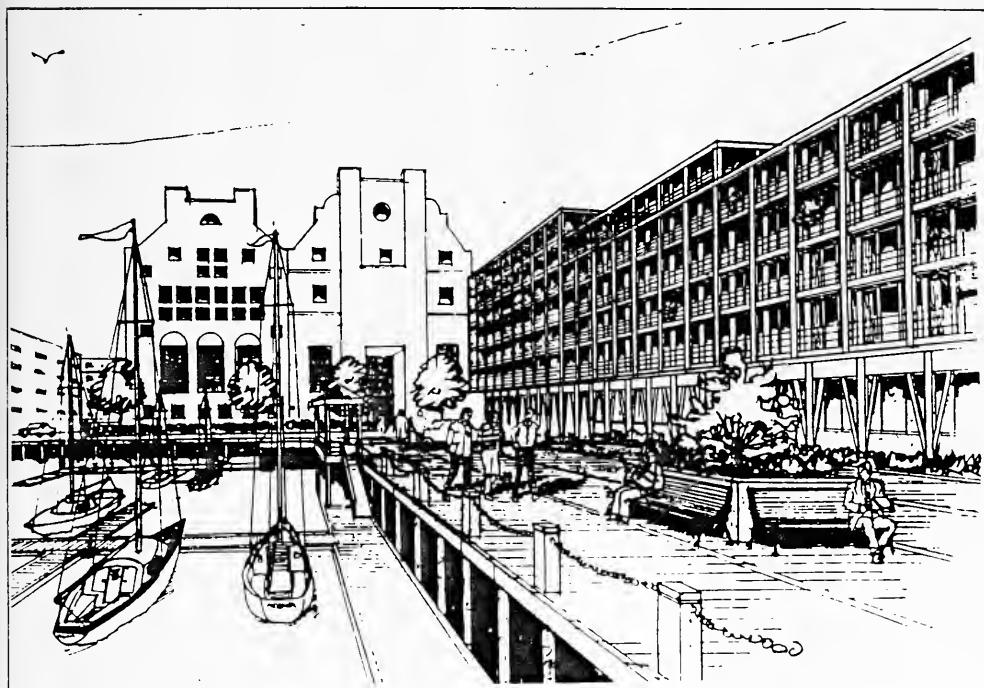
Linkage:
City: \$500,000

Harborwalk:
L.F. 630

Public Open Space: 3.2 acres



LINCOLN WHARF





PROJECT: LINCOLN WHARF

STATUS: In Planning

DEVELOPMENT TEAM

Developer: Lincoln Wharf Associates
Architect: Notter Finegold & Alexander, Inc.

PARCEL DESCRIPTION

Location: North End Waterfront at Eastern Terminus of Battery Street bounded by Union Wharf to the south, Lincoln Power Station to the west, Battery Wharf to the north and Boston Harbor to the east

Square Feet: 2.36 acres
Buildings: 145,000 S.F. (Built space)
Land: 2.6 acres - 102,753 S.F.

PROJECT DESCRIPTION

Uses: Units
Residential: 68
Parking: 97 Underground + 4 Surface
Marina: 10

SCHEDULE:

Start of Construction: Fall 1987
Estimated Completion: Fall 1989 (projected)

BENEFITS:

Annual Taxes
Upon Completion: \$500,000

Employment:
Permanent Jobs: 4
Construction Jobs: 375

Linkage/Voluntary
Donation Neighborhood: \$475,000

Harborwalk:
L.F. 1,200

Public Open Space:
% of Parcel 81%

FINANCING:

TDC: \$40,000,000
Financing Source: Private



LEWIS WHARF





PROJECT: LEWIS WHARF

- o The proposed \$73 million Lewis Wharf project consists of a four-phase, mixed-use development including 47 condominium units, a 600-car underground garage, approximately 63,000 sq.ft. of commercial space (offices, retail and restaurant), a 140-slip marina and a 50-60 room Marine Inn with servicing facilities for the boating public.
- o Public amenities provided will include at least 2,000 sq.ft. of Harborwalk, a water taxi/shuttle dock, public parking, and public open space with fountains, landscaping, and viewing areas. In addition, voluntary donations by the developers will assist in the production of affordable housing in the North End.

STATUS: Planning

DEVELOPMENT TEAM

Developer:	Lewis Wharf Joint Venture Lewis Wharf Real Property Trust Carl Koch
Architect:	CBT, Inc./Carl Koch/Bill Haible

PARCEL DESCRIPTION

Location:	North End Waterfront; bounded by Eastern Avenue and Sargent's Wharf on the north, Boston Harbor on the east, Commercial Wharf on the south, Atlantic Avenue on the west.
Square Feet:	406,393 s.f. (including water)
Buildings:	212,000 s.f. (built space)
Land:	195,000 s.f. (excluding water)

PROJECT DESCRIPTION

Uses:	Gross S.F.	Units
Residential:		47
Commercial	63,000	
Marina:		140 slips
Parking:	600 cars	
Marina Inn:		50-60 rooms

SCHEDULE:

Start of Construction:	Spring, 1988
Estimated Completion:	End of 1991



BENEFITS:

Annual Taxes
Upon Completion: \$1,200,000

Employment:
Permanent Jobs: 345
Construction Jobs: 450

Affordable housing:
units to be built in the North End

Harborwalk
L.F.: 2,180

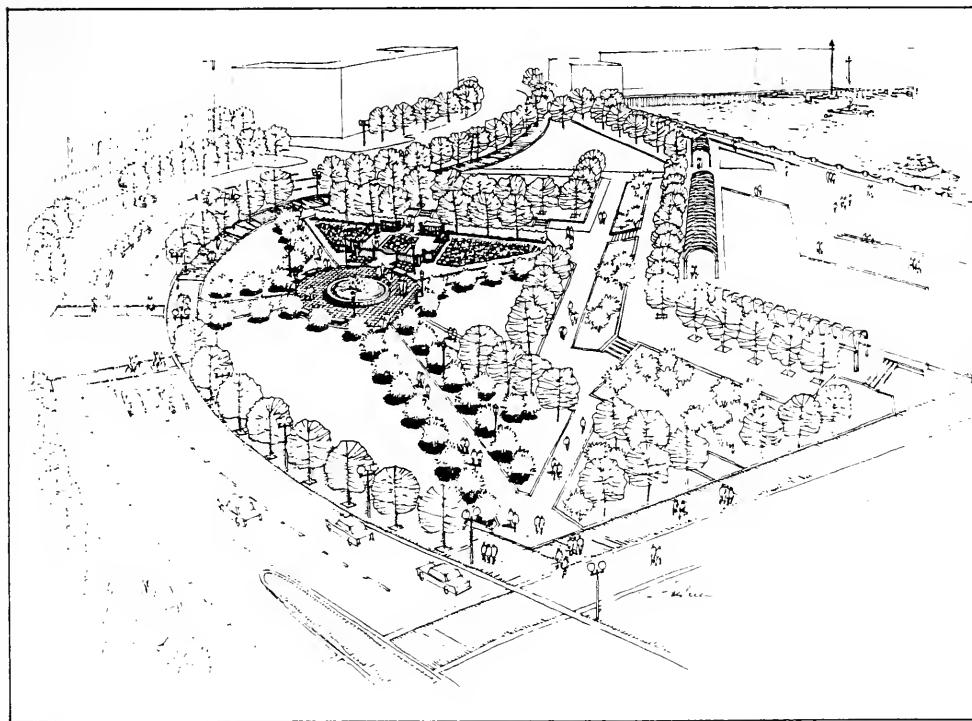
Public Open Space
% of Parcel: 89% (including water), 78% (excluding water)

FINANCING:

TDC: \$73,000,000
Financing Source: Private



ROSE FITZGERALD KENNEDY GARDEN





ROSE FITZGERALD KENNEDY GARDEN

- o In November, 1986, construction began on Rose Fitzgerald Kennedy Garden, a unique one-acre park located adjacent to Christopher Columbus Park along Atlantic Avenue. A vital link in Boston's Walk-to-the-Sea, the Garden will feature a rose garden within a park setting.

PROJECT: ROSE FITZGERALD KENNEDY GARDEN

STATUS: Under construction

DEVELOPMENT TEAM

Developer: Boston Redevelopment Authority
Architect: BRA/Sasaki Associates, Engineering Consultant

PARCEL DESCRIPTION

Location: Downtown Waterfront, bounded by Waterfront Park on the north and east, Atlantic Avenue on the west, Marriott Hotel on the south.

Square Feet:

Buildings: None
Land: 1 acres

PROJECT DESCRIPTION

Uses: Gross S.F.
Public Park/Rose Garden 1 acre

SCHEDULE:

Start of Construction: Fall, 1986
Estimated Completion: June, 1987

BENEFITS:

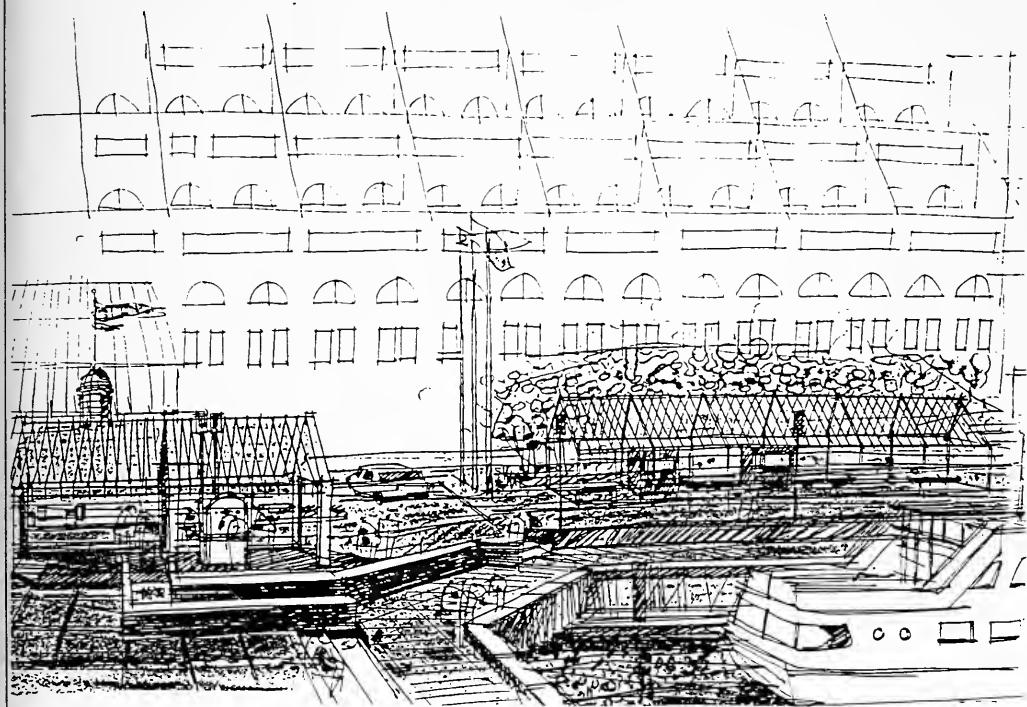
Employment:
Permanent Jobs: 2

FINANCING:

TDC: \$1,000,000
Financing Source: Public



LONG WHARF





PROJECT: LONG WHARF

STATUS: Preliminary Design

DEVELOPMENT TEAM

Developer: Boston Redevelopment Authority/Massachusetts Department of Environmental Management

Architect: Sasaki Associates

PARCEL DESCRIPTION

Location: Downtown Waterfront, End of State Street
Square Feet: 174,000

PROJECT DESCRIPTION

Uses: Docking space for commuter excursion boats and water taxi Harbor Islands state park visitor's center, a public park and Harborwalk

SCHEDULE:

Start of Construction: Phase I under construction;
Phase II - fall 1987

Estimated Completion: Phase III - 1989
1991 ..

BENEFITS:

Employment
Permanent Jobs: 21
Construction Jobs: 23

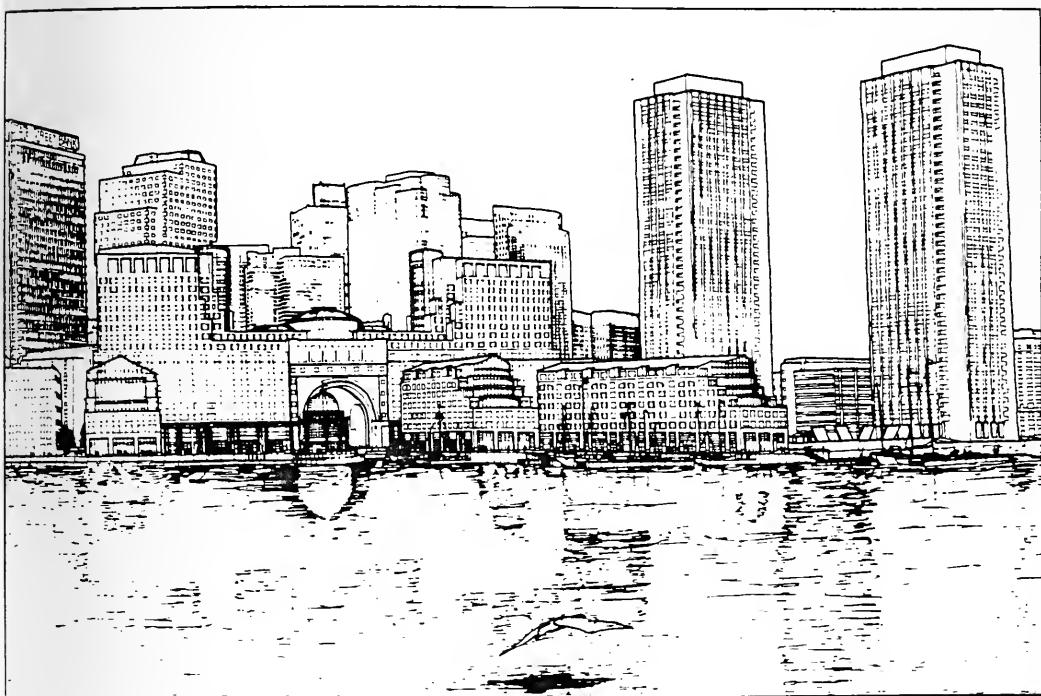
Harborwalk:
L.F. 3,240

FINANCING:

TDC: \$25,000,000

Financing Source: Land and Water Conservation Fund, Dept. of Environmental Management, Mass. Bay Transportation Authority and Boston Redevelopment Authority

ROWES WHARF





ROWES Wharf

- o The \$193 million mixed-use development of Rowe's Wharf features 330,000 square feet of office space, a 230-room hotel, 100 units of residential condominiums, 13,000 square feet of retail space, and a 700-space underground garage.
 - o Presently under construction, the project includes a variety of Harborpark features - a commuter and excursion boat terminal and pavillion, a 30-slip marina, Harborwalk, and public open space on 65% of the site. A public rooftop observatory for harbor viewing, along with a domed central court and cafe are also featured. The project is scheduled for completion in September, 1987.

PROJECT: ROWES AND FOSTER'S WHARF

DEVELOPMENT TEAM

Developer: The Beacon Companies and the Equitable Life Insurance Society

Architect: Skidmore, Owings & Merrill of Chicago

PARCEL DESCRIPTION

Location: On Boston's Waterfront, bordered by Boston Harbor on the east, Atlantic Avenue on the west, India Wharf on the north and 400 Atlantic Ave. on the south.

Square Feet:
Buildings: 665,000 S.F.
Land: 5.38 acres (including water)

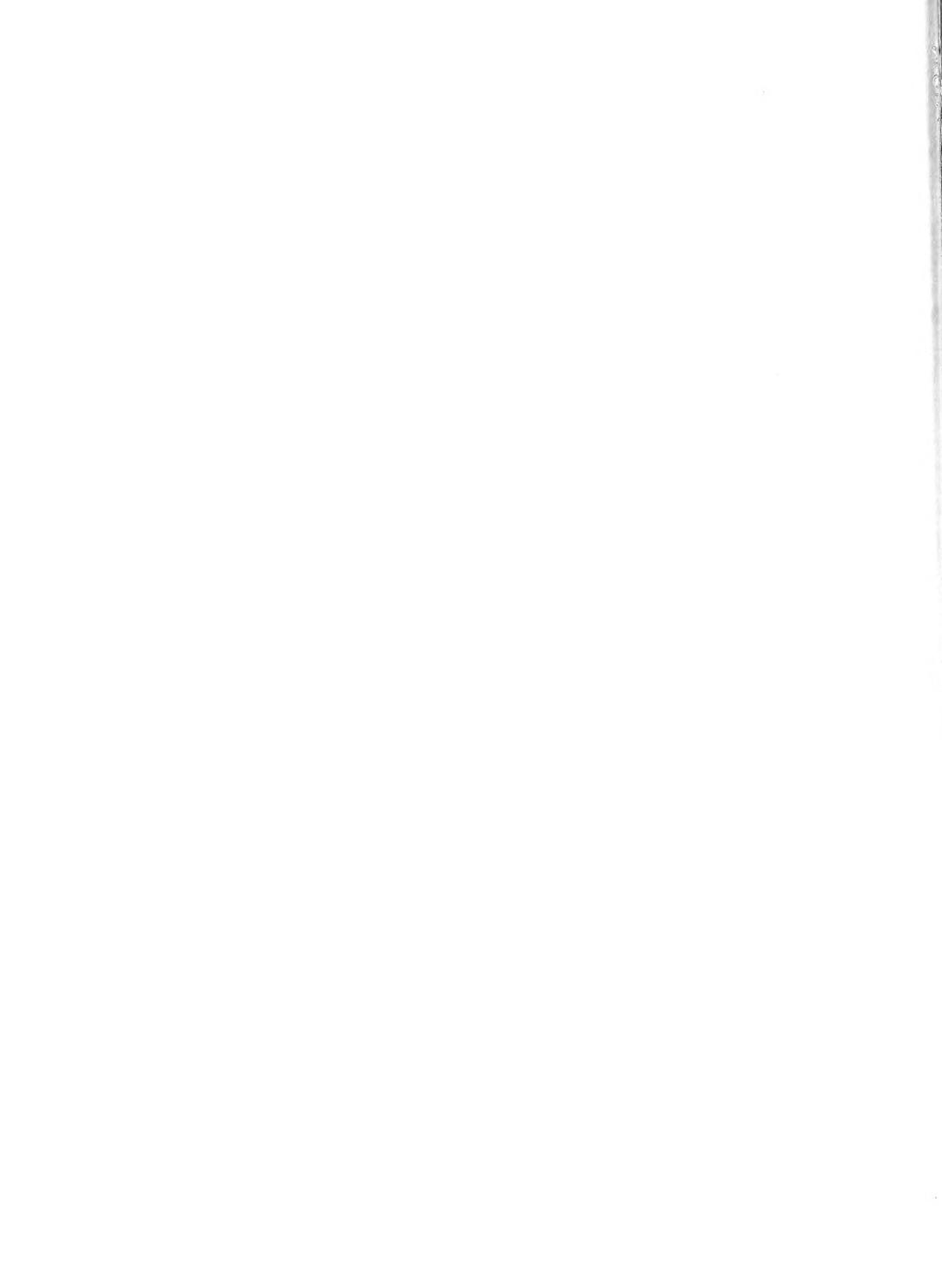
PROJECT DESCRIPTION

FAR 2.8 (including water)

Uses:	Units
Residential Condos:	100
Hotel:	230 Rooms
Parking:	700 (underground)
Office:	330,000 G.S.F.
Marina:	10,000 G.S.F. - 30 Slips
Health Club:	

SCHEDULE:

Start of Construction: March 1985
Estimated Completion: September 1987



BENEFITS:

Employment:

Permanent Jobs:	1,500
Construction Jobs:	600-800

Linkage:

City:	\$1,900,000
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Lease Payments: \$2,100,000 Annually

Harborwalk:

L.F.	1,670
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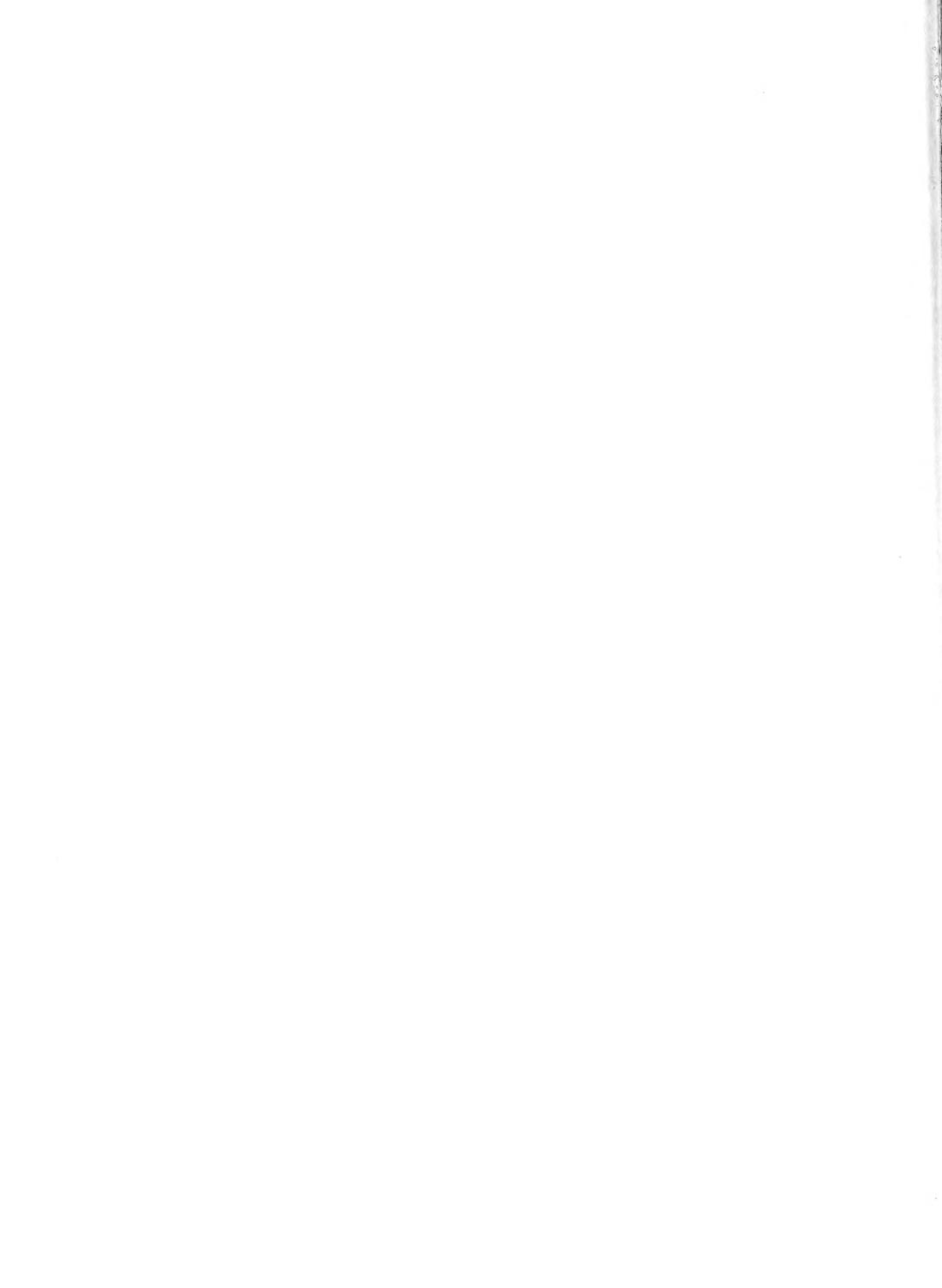
Public Open Space:

% of Parcel	65%
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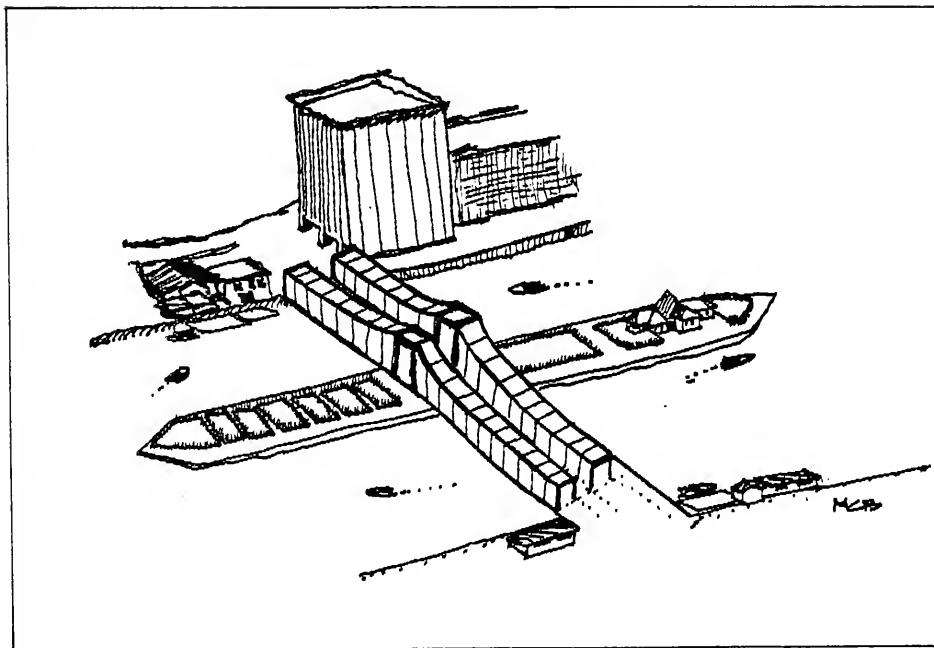
FINANCING:

TDC: \$193,000,000

Financing Source: Private



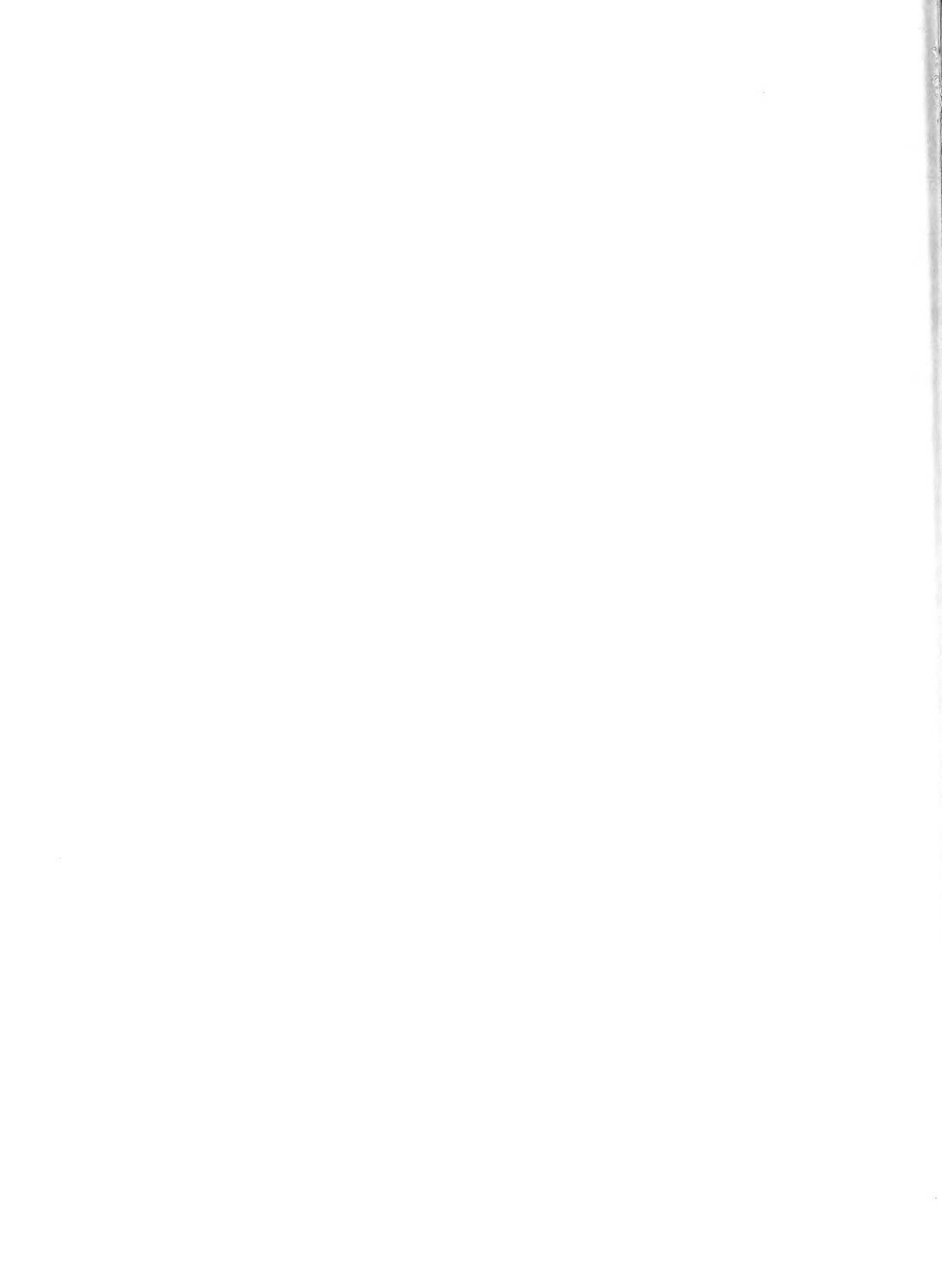
NORTHERN AVENUE BRIDGE



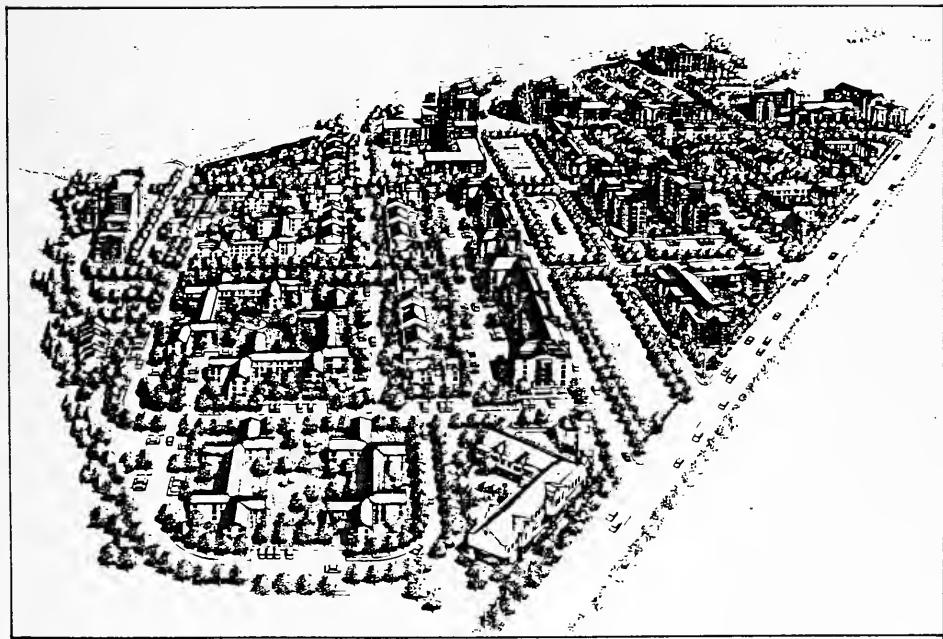


NORTHERN AVENUE BRIDGE

- o BRA efforts are currently underway to undertake engineering, design, financial feasibility and marketing studies for the reuse of the historic Old Northern Avenue swing bridge.
- o After completion of the new Northern Avenue Bridge which will provide a vehicular link to South Boston, the existing bridge could be swung open, enclosed in glass, and opened to the public. The public amenities will include a viewing area and marina slips. The historic bridge, when completed, will present a unique design element in the Harborpark project and greatly enhance the attractiveness of the Fort Point Channel area.
- o The new Northern Avenue Bridge project being undertaken by the Massachusetts Department of Public works encompasses construction of a new bridge and roadway which will provide a transportation link from the Interstate Highway System to the development and to the development activities at Boston Marine Industrial Park, World Trade Center and Fish Pier. The bridge will relieve residential areas of South Boston of truck traffic. Pedestrian elements which are to be incorporated into the new bridge includes a South Boston passageway, prominent handicap accessible stair connections, and a design that will lend a visual consistency to the Fort Point Channel Area.



HARBOR POINT





PROJECT: HARBOR POINT

In the Fall of 1986 the \$180 million Harbor Point project revitalizing the Columbia Point Housing Complex began. The Development will transform the Columbia Point area into an active, mixed income community containing a total of 1,283 new and rehabilitated housing units, recreational and community facilities, retail space, and public open space along the water's edge including a newly created beach.

DEVELOPMENT TEAM

Developer: Harbor Point Apartments Company Limited Partnership

Architect: Goody, Clancy, Mintz Associates,
Carol Johnson Associates

PARCEL DESCRIPTION

Location: On Columbia Point Peninsula, bounded by
Mount Vernon St., Bayside Exposition site.

Square Feet: 705,097

Buildings:

Land:

1,900,940 sq. ft.

PROJECT DESCRIPTION

Uses: Units
Residential: 1,283

SCHEDULE:

Start of Construction: Fall 1986
Estimated Completion: Spring 1988

BENEFITS:

Annual Taxes
Upon Completion: \$1,400

Employment:
Permanent Jobs: 63
Construction Jobs: 450

Harborwalk:
L.F. 2,640

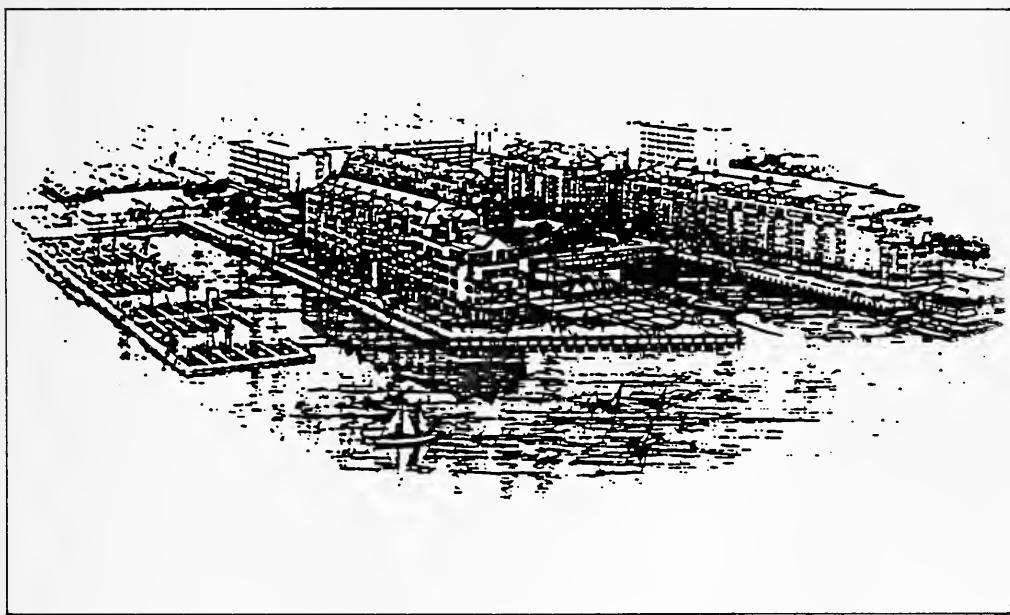
Public Open Space:
% of Parcel: 5.5

FINANCING:

TDC: \$181,500,000
Financing Source: MHFA Bond Proceeds, Syndication proceeds,
HUD: UDAG, Urban Initiative,
State: SHARP, Chapter 884



CLIPPERSHIP WHARF





PROJECT: CLIPPERSHIP WHARF

STATUS: Proposed

DEVELOPMENT TEAM

Developer: Clippership Wharf Limited Partnership by
Related Companies Northeast Inc. General
Partner

Architect: CBT/Childs Bertman Tseckares & Casendino,
Inc.

PARCEL DESCRIPTION

Location:	East Boston
Buildings:	96,625
Land:	352,195
Water:	211,210

PROJECT DESCRIPTION

Uses:	Gross S.F.	Units
Residential:	400,000	417
Commercial:	8,000	
Marina Slips:		50 slips
Parking:	150,000	575 spaces

SCHEDULE:

Start of Construction:	Fall 1987
Estimated Completion:	August 1991

BENEFITS:

Annual Taxes	
Existing:	\$ 34,135
Upon Completion:	\$1,171,600

Employment:	
Permanent Jobs:	12
Construction Jobs:	175

Linkage:	
Neighborhood:	\$10,000 annually for 10 years

Harborwalk: L.F.:	1,780
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Public Open Space	247,640 sq.ft.
% of Parcel:	70%

FINANCING:

TDC:	\$50,000,000
Financing Source:	First National Bank of Boston



3



HARBORWALK



HARBORWALK

- o Public access is the starting point for all the Harbor planning and development activities. With the guidelines formulated for Harborpark, and the development of Harborwalk, public access to the waterfront is guaranteed. Major components of public access include:
 - Waterfront parks such as the Charlestown Ship Yard Park, an improved North End Park, the Christopher Columbus Park downtown, and the perimeter of the Fan Pier.
 - Open pier edges providing walkways with shops and views of fishing boats, marinas, and other wharf structures.
 - Pier-end sitting areas offering views across the harbor, and special attractions.
 - New boardwalks where pier edges are narrow.
- o Harborwalk fulfills the goal of public access with approximately 22 miles of pedestrian walkway along the perimeter of the wharves, in the neighborhoods of Charlestown, East Boston, North End, Downtown, South Boston and Dorchester, culminating at the Neponset River.
- o The focus of current Harborpark planning activities is in the 10.5 miles of walkway in the Inner Harbor. To date, 4.1 miles, 39% of the Inner Harbor walkway, have been completed. Another 1.1 miles have been approved or are under construction, while 5.3 miles are currently under review.
- o Over \$92 million will be spent on the construction of Harborwalk in the Inner Harbor alone; \$76 million will be paid by the private sector, and \$16 million by the public sector.
- o The anchors of the Inner Harbor portion of Harborwalk are the Charlestown Navy Yard and the South Boston Fan Piers project. In the Navy Yard, 2.25 miles of the 4 mile walkway have been completed. Total investment will represent \$17.7 million in private funds and \$3.2 million in public funds. Upon completion, the Navy Yard walkway will extend to the Little Mystic River.
- o At the Fan Piers, a 1.5 mile walkway will be funded entirely by \$16.3 million in private investment. Sixty percent of the land area will be public open space, including 2,000 feet of walkway along a new canal. There will also be a fishing pier and a major pedestrian plaza.
- o Long Wharf is being restored in a joint project between the BRA and the Massachusetts Department of Environmental Management. It serves as the terminus of walks to the sea from upper State Street and Government Center, through the Quincy Marketplace. A major goal for Long Wharf's redevelopment is to establish additional Harborwalk access to a new public pier with a Visitor's Center on the Waterfront.



- The Rowes Wharf development will provide public open space on 65% of its site, featuring a copper-domed panoramic observatory above a grand archway, leading from Atlantic Avenue to the water's edge. Walkways will be provided around the residential piers and at the building's water edge.
- At Lincoln Wharf, a new housing development will have open space and landscaped gardens on 60% of its site. Battery Street will be reconstructed to enhance the link to Commercial Street and the North End and a new facility at the wharf's end will be the new base for the City's two fireboats.
- A 1,200 foot continuous public promenade will accommodate and encourage access along the water's edge. These walkways will be constructed primarily of timber decking in keeping with the area's maritime character.
- A 3,000 foot public promenade will continue the Harborwalk between future links at adjacent wharfs. Including barrier-free connections to Atlantic and Eastern Avenue, Lewis Wharf will see the development of over 5,000 feet of new walkways.
- The development of a new Northern Avenue Bridge, scheduled to begin construction in 1987, will allow for the historic Northern Avenue Bridge landmark to be reused as a pedestrian area offering viewing areas, marina slips, and views of the Inner Harbor. The bridge will be left in its open position, perpendicular to the new bridge at the mouth of Fort Point Channel.
- The New Northern Avenue Bridge will be the Harborwalk connection to the Fan Piers and the Northern Avenue corridor. Architectural expression will lend a unifying character to the two sides of the Fort Point Channel. From the bridge, a prominent stairway with a handicap ramp will make the transition to the Fan Piers Harborwalk.
- Community participation in the Harborwalk planning process has been ensured through the involvement of groups including the Harborpark Advisory Committee, the Neighborhood Councils of Charlestown and the North End/Waterfront, the Greater Boston Chamber of Commerce, the Boston Harbor Associates.
- The high quality of the Harborwalk network will be a fitting link in the design of Frederick Law Olmstead's "Emerald Necklace" for Boston, which was originally planned to reach to Castle Island at the tip of South Boston. Harborwalk is the extension of Olmstead's philosophy to modern waterfront development. It brings people to the precious amenity of water, and the great resource of Boston Harbor. The Harborwalk system exemplifies the goal of direct public access to the waterfront within the City of Boston.



HARBORWALK: PUBLIC ACCESS TO BOSTON'S WATERFRONT

CHARLESTOWN

\$20.9 million total cost
 \$17.7 million private
 \$3.2 million public
3.96 mile Harborwalk
 2.26 miles completed
 0.57 miles approved/
 under construction
 1.13 miles under review

NORTH END/ DOWNTOWN

\$53.7 million total cost
 \$42.5 million private
 \$11.2 million public
4.84 mile Harborwalk
 1.71 miles completed
 0.45 miles approved/
 under construction
 2.68 miles under review



US COAST GUARD BASE

\$1.4 million total cost
 \$1.4 million public
0.21 mile Harborwalk
 0.31 miles completed
 0.08 miles approved/
 under construction
 *public access on special
 occasions to entire USCG
 Base (0.71 miles)

FAN PIER/PIER 4

\$16.3 million total cost
 \$16.3 million private
1.47 mile Harborwalk
 1.47 miles under review

INNER HARBOR:

Total Projected Harborwalk Construction Costs

private	\$76 million
public	\$16 million

Value of Harborwalk Public Easements

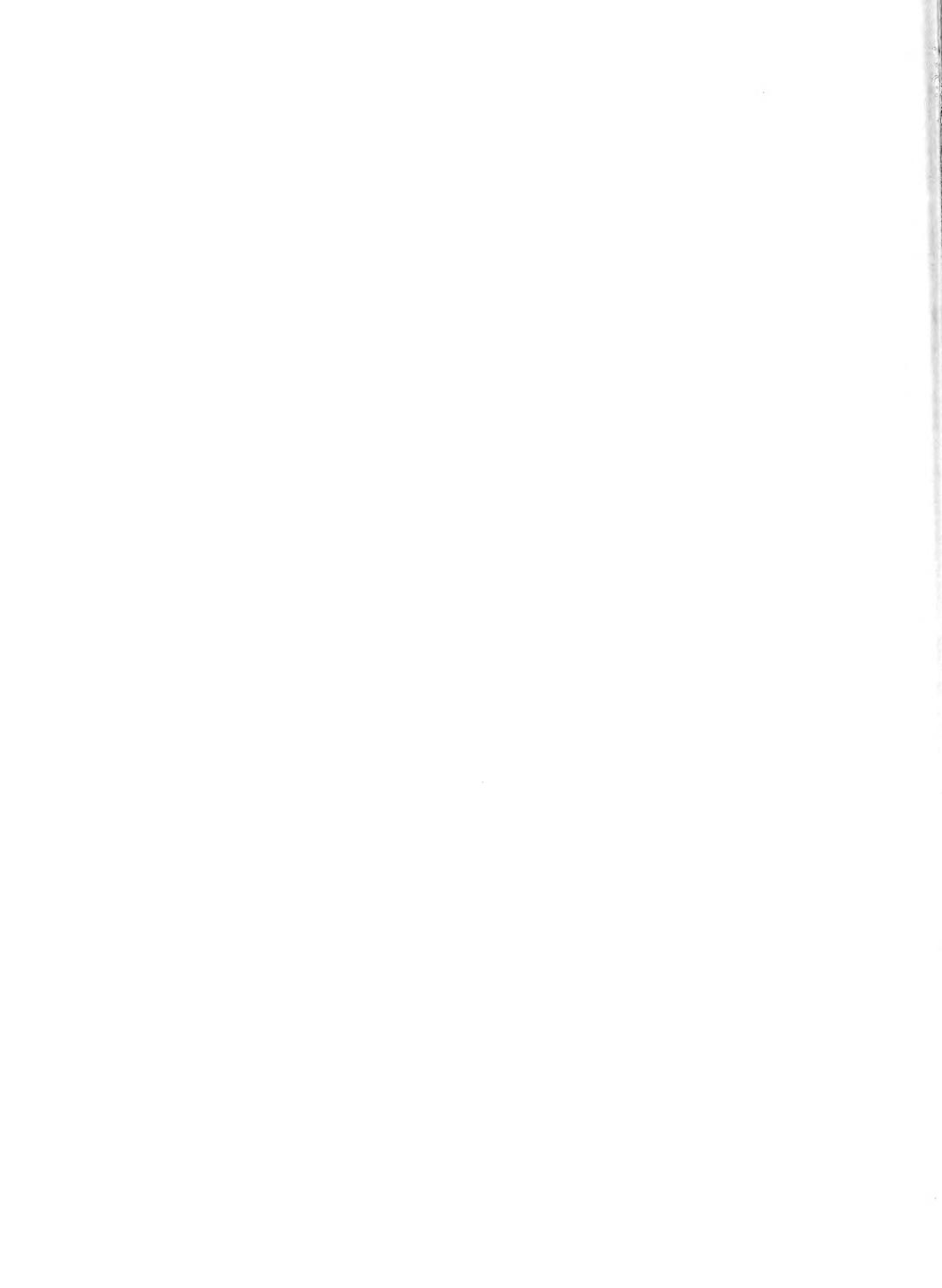
\$92 million
\$107 million

Total Harborwalk:

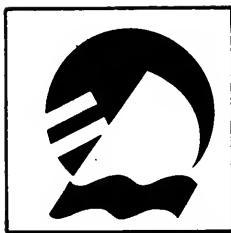
completed	4.10 miles	39%
approved/under construction	1.10 miles	11%
under review	5.28 miles	50%

Total Harborwalk Perimeter

10.48 miles 100%



4



WATER TRANSPORTATION



WATER TRANSPORTATION

- o Water transportation has played a significant role in the rich history of Boston Harbor. As far back as 1630, passenger and freight ferries plied the waters between Charlestown and downtown Boston.
- o Today water transportation is re-emerging as an integral component of the overall transportation network in Boston, as the Harbor is once again becoming the focus for commerce, recreation and housing. The resurgent economy is producing new jobs and housing opportunities for the region, especially in downtown Boston, where presently over 283,000 people work.
- o These new employment and housing opportunities are resulting in significant population increases in the harbor neighborhoods. By 1991 over 5,000 new housing units and 10,000 new residents will be drawn to the waterfront neighborhoods of East Boston, Charlestown, North End/Downtown, South Boston, and Dorchester. This represents a 19% increase over today's population of 193,370 people living adjacent to the water within the Harborpark boundaries.
- o Paralleling the growing demand for water transportation services in Boston Harbor is the growing interest and investment by private developers, proposing projects on Boston's waterfront, and private boat operators operating on the harbor. To better coordinate their activities and plan for future needs, they have formed an organization, the Massachusetts Association of Passenger Vessel Owners (MAPVO). MAPVO is now beginning to determine and advocate for the collective needs of the boat owners and operators.
- o As a part of Boston Redevelopment Authority's Harborpark planning program, waterfront developers are required to include water transit facilities as components of their projects.
- o Since 1984, over \$102 million worth of investment, creating more than two miles of dock space and supporting facilities, has been committed to water transportation facilities at thirteen sites throughout Boston Harbor. This is an excellent example of private development yielding public benefits under the Harborpark program.

Water Transportation Sites:

Long Wharf

- o Long Wharf will serve as the major Inner Harbor excursion/commuter-shuttle terminal. A \$25 million reconstruction is being carried out by the BRA in cooperation with the Massachusetts Department of Environmental Management. 3,240 linear feet of dock space will be provided, along with a Harbor Island visitor's center and waiting area.



Charlestown Navy Yard

- o The Charlestown Navy Yard will provide 800 linear feet of dock space at Piers 4 and 11, representing \$5 million in investment. Two 2,000 S.F. buildings will service passengers. A shuttle service between Pier 4 and Long Wharf began operation in spring, 1987.

Rowes Wharf

- o Rowes Wharf is the downtown terminal for the Logan Airport water shuttle, in operation since 1984. Upon completion of the entire development, an \$18 million investment will provide 650 linear feet of dock space as a focal point for commuter service. An elevated, domed, two-story waiting area and observation deck will be featured.

The Fan Piers

- o The Fan Piers project will provide 260 linear feet of dock space representing a \$7 million investment with a 3,000 S.F. terminal, plus outdoor landside facilities, and docks for water-taxis. These water transit facilities and a large marina are a major part of the entire development.

South Boston

- o Also on the South Boston waterfront, 450 linear feet of dock space at the World Trade Center, Commonwealth Pier were completed in 1986 at a cost of \$2.2 million. Amenities include an indoor waiting space adjacent to the dock.

North End/Waterfront

- o In the North End/Waterfront neighborhood, 700 linear feet of dock space is being constructed at Lewis and Lincoln Wharfs, representing \$9.2 million in investment. Both sites will have enclosed ticketing and waiting areas. Additionally, Lewis Wharf will feature a public landing/launch area and a large marina with support facilities. Lincoln Wharf will further provide construction of new headquarters for the Boston Department Marine Unit.

East Boston

- o The East Boston neighborhood will be served by a \$3.5 million facility at Clippership Wharf near Maverick Square, providing 150 linear feet of dock space for shuttle and water taxi service, and a 2,000 S.F. terminal facility.

Logan Airport

- o In operation since 1985, the Logan Airport Water Shuttle facility includes 120 linear feet of dock space, and a 2,000 s.f. covered waiting area. The \$2.5 million investment also provides berthing space for the Massport Fire Boat.



Harbor Islands

- o The completion of water transit facilities at eight harbor islands is scheduled for 1992 at a cost of \$35 million. There will be a total of 3,500 linear feet of dock space, with covered waiting and ticketing areas, Visitors' Centers and public open spaces. Over 220,000 passengers visited the islands in 1986, and the Boston Harbor Islands State Park has hosted increasing numbers of visitors each year.

Kennedy Library

- o In partnership with the National Archives, the John F. Kennedy Museum and Library will be constructing a \$1.2 million water shuttle facility to include 180 linear feet of dock space, public moorings, and a 2,000 s.f. covered waiting area. Completion is scheduled for 1988.

Schrafft Center

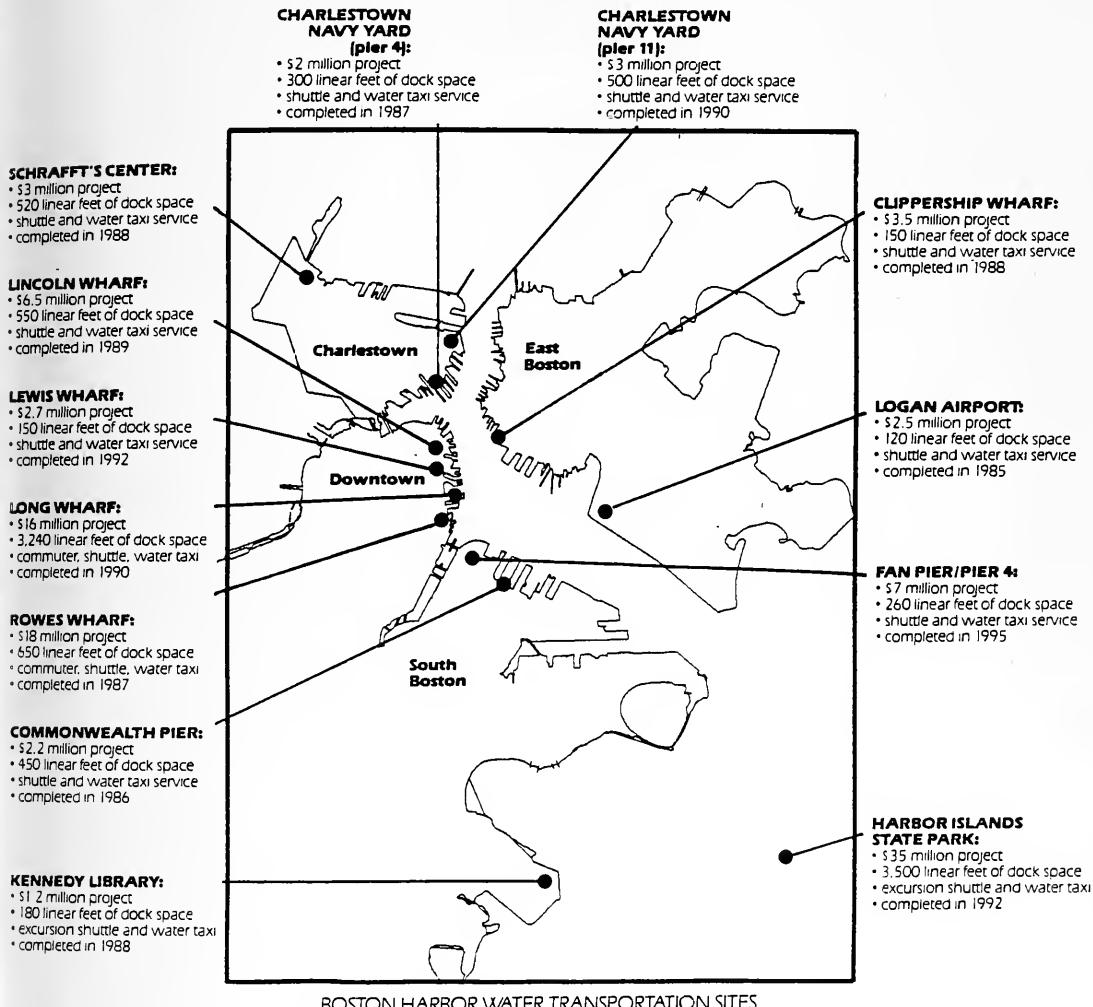
- o In the northeast corner of Charlestown, adjacent to the Malden Mystic River Bridge, the developer of the Schrafft Center is constructing a water transit facility with 520 linear feet of dock space, a public landing/launch area, and facilities for the Charlestown Youth Sailing Club. When completed in 1987, these water amenities will represent \$3 million in investment.

Kelly's Landing

- o Kelly's Landing in South Boston is currently a public landing/launch facility. With 80 linear feet of dock space, the site presently serves as short-term docking space for pleasure boats and sightseeing excursions to Thompson's Island.
- o The water transportation system connects public transportation nodes and transit centers and cultural attractions along Boston's waterfront. It also complements the city's burgeoning waterfront development by mitigating peak period traffic, by providing a special transportation service for tourists, shoppers, and visitors, and by providing one of the few opportunities to view the city from the waterside.



WATER TRANSPORTATION: THE WAVE OF THE FUTURE



Total Projected Water Transportation Facility Investment = \$102.6 million
Total Projected Linear Feet of Dock Space = 10,070 linear feet (2.00 miles)



5



A CLEAN HARBOR

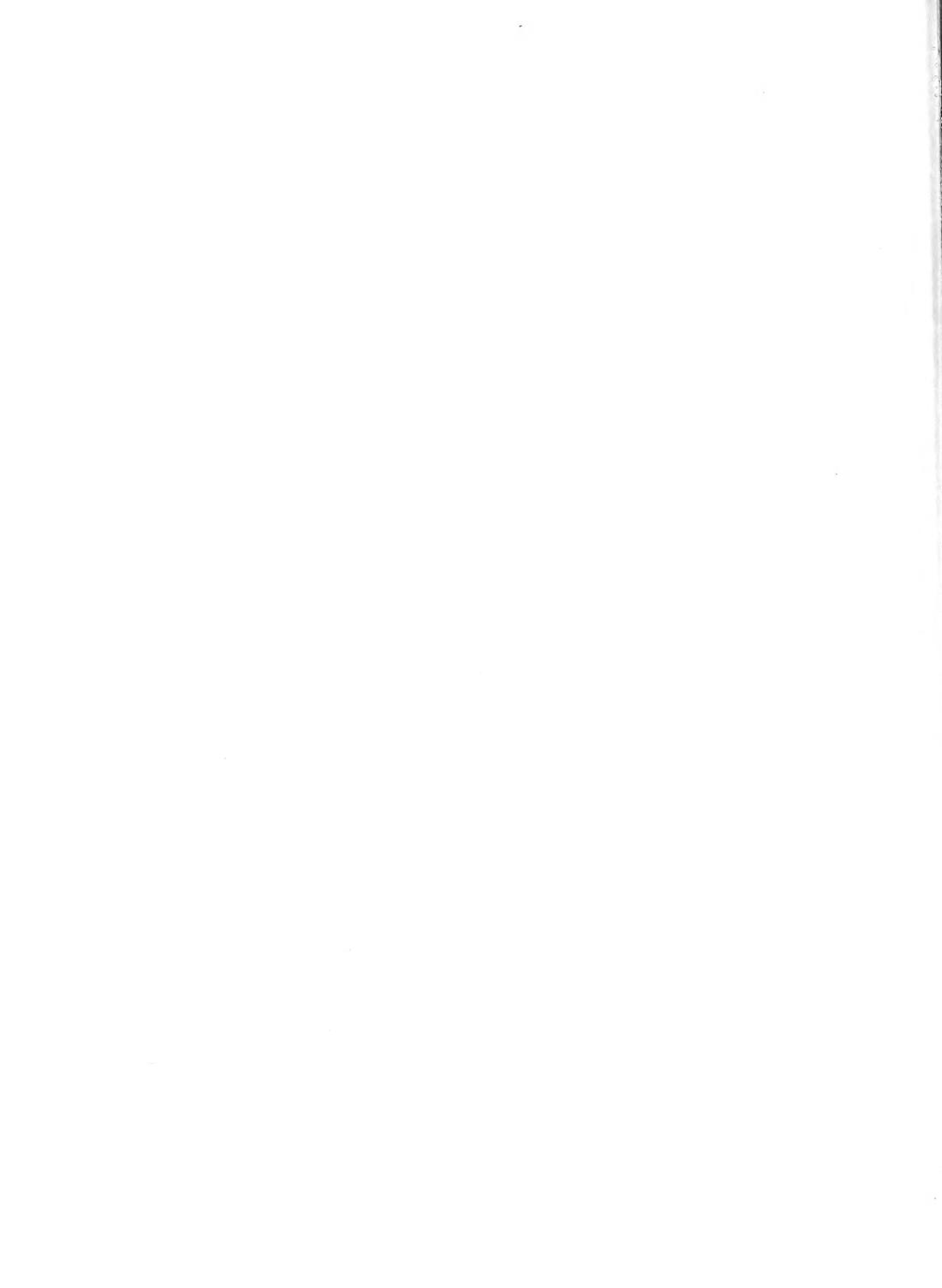


A CLEAN HARBOR

- o The Massachusetts Water Resources Authority (MWRA) has instituted a comprehensive program which encompasses maintenance and improvements for all aspects of sewage collection, treatment, and disposal.
- o The MWRA must work with other agencies and organizations to assure that water quality is not an impediment to the multiple uses of Boston Harbor.
- o The MWRA is in a unique position to protect the harbor and its resources; the comprehensive cleanup program being undertaken demonstrates the MWRA's intention to fulfill its responsibility in the overall harbor cleanup program.
- o For over 100 years, Boston harbor has served as the receiving water for sanitary and industrial wastes from Boston and surrounding communities. From its simple beginning, the metropolitan sewerage system has grown considerably.
- o The MWRA now provides sewerage services to 43 communities.
- o The sewerage system is divided into two distinct systems, with two primary wastewater treatment plants which discharge into Boston Harbor from Deer Island and Nut Island.
- o In total, both systems include: 10 pumping stations, 2 stormwater detention and chlorination facilities, 4 pretreatment headworks, and 230 miles of MWRA interceptor sewers, which receive the discharge from 5,400 miles of municipal sewers at 1,805 separate points.
- o The system handles approximately 450 million gallons of wastewater each day from a service population of two million.
- o In addition to domestic flow, the system also receives flow from 5,000 industries. About 25% of the industrial users discharge some amount of toxic substances, but only 16% of the firms are currently required to perform pretreatment.
- o The MWRA system and its contribution collection systems also contain over 100 combined sewer overflow points. (Most overflows occur only during wet weather, although some points also discharge in dry weather.)
- o Along with the effluent discharged from the treatment plants, Boston Harbor is also the disposal for sewage sludge, which is mixed with chlorinated effluent for release on out-going tides.

Creation of a New Agency

- o Historic underfunding of budget requests made by the MDC for operation and maintenance of the system led to chronic, and occasionally dramatic, dysfunction of its two primary treatment plants and stalled the initiation of capital projects necessary to improve the collection system and treatment facilities.



- o The MDC was plagued by a number of key management issues that remained unresolved for ten to fifteen years, including: (1) determination of the level of wastewater treatment to be provided, (2) siting of new treatment facilities, and (3) a disposal method for sewage sludge.
- o The enormity of the sewerage system, the complexity of its problems, and the extent of public opposition to proposed facilities plans and siting options forestalled decision-making.
- o Evolving environmental regulations and a lack of coordinated efforts by state and federal regulatory agencies also contributed to a serious absence of resolution toward how the sewerage system should be upgraded to improve services to its users, and to assist in the cleanup of the harbor.
- o In 1983, the Governor of Massachusetts appointed a special committee to address the historic delay in resolving Boston harbor water quality management issues. The recommendation of the Governor's committee for the creation of a new water and sewerage services agency, coupled with the pressure of a potential court-ordered moratorium on new sewer connections, resulted in passage by the state legislature of a bill to establish the new MWRA.
- o The MWRA assumed its full responsibilities on July 1, 1985.
- o On July 10, 1985, the MWRA selected a preferred site for the construction of new wastewater treatment facilities: Deer Island, site of the northern system primary plant. Following completion of an environmental impact report in November 1983, this siting decision became the MWRA's final recommendation.
- o In March 1985, the U.S. Environmental Protection Agency (EPA) denied the MDC's second application for a waiver from secondary treatment requirements; the MWRA decided not to appeal the EPA denial and to begin planning for secondary wastewater treatment facilities.

Federal Court Oversight

- o Despite the MWRA's demonstration of its ability to take expedient actions, the EPA filed a suit to compel the cleanup of Boston Harbor.
- o The result of this suit was a finding that the MWRA was liable for certain violations of the Clean Water Act. Accordingly, the court issued an order which mandated that the MWRA adhere to a schedule of activities.
- o It was recognized that the MWRA could not fulfill its obligations without the cooperation of the other parties, such as the EPA and state environmental agencies; failure of any party or pertinent federal or state agency to assist in complying with the schedule could result in future court action.

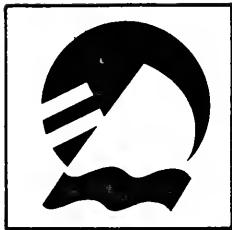


Comprehensive Harbor Cleanup Schedule

- o Beginning in December 1985, the court schedule defines monthly activities to be accomplished through December 1999, including: (1) Deer Island primary treatment plan upgrading, (2) short-term sludge and scum management, (3) long-term sludge management, and (4) new secondary treatment plant construction.
- o The program will cost approximately \$2 billion during the 15 year implementation period, and will be the largest consolidated pollution abatement program ever undertaken in New England.
- o The MWRA's program will provide vital support for the continued development of the greater metropolitan area, and the additional benefit of improved water quality, allowing more extensive use of Boston Harbor.



6



MARITIME ECONOMY



MARITIME ECONOMY RESERVE

- o A critical element of Harborpark is to provide for balanced growth along the Harbor. Economic development is an important facet of the proposed planning and development program. A Maritime Economy Reserve Zone ("MER") is proposed to help contribute to the goal of providing a working waterfront.
- o The Maritime Economy Reserve is intended to provide protection for waterfront industrial uses from the intense competition for harbor land now being experienced from other uses. Uses permitted in the proposed zoning district are those structures and activities associated with waterborne industry and commerce, storage and manufacturing facilities dependent on the bulk receipt of shipments by water, facilities needed for the servicing, maintenance or repair of vessels, and other similar activities.
- o The MER will be established within the Harborpark waterfront area by petitioning the Zoning Commission for a zone change. Both existing maritime-dependent industrial areas and the proposed future areas can be designated. Once a MER is approved, any development within the zone must be approved by the Boston Redevelopment Authority according to a Development Plan, following the submission requirements contained in the BRA's Development Review Procedures. In addition, all development shall meet the Chapter 91 requirements. Only maritime-dependent industrial uses will be allowed in the Maritime Economy Reserves.
- o On numerous sites in Charlestown, South Boston and East Boston, the Maritime Economy Reserve zone would replace existing Waterfront-Industrial (W-I) zoning, which is a very permissive zoning district in terms of allowed uses, resulting in land use conflicts and speculation. Adoption of the Maritime Economy Reserve zone would send out a clear statement of purpose to the investment and shipping communities, i.e., that the City intends to maintain viable Boston Harbor sites for maritime industry and commerce.

Permitted uses in the Maritime Economy Reserve Zone include:

- o Marine terminals and related structures for the transfer between ship and shore of passengers and goods transported in waterborne commerce.
- o Facilities associated with marine terminals for the storage of goods transported in waterborne commerce.
- o Manufacturing facilities relying on the bulk receipt or shipment of goods by waterborne commerce.
- o Wharves, piers, docks, processing and storage facilities for the commercial fishing industry.
- o Dry docks and other facilities related to the construction, serving, storage, maintenance or repair of vessels and other marine structures.
- o Vessels engaged in waterborne commerce, port operations, or maritime construction.



HARBORPARK MARITIME ECONOMY RESERVE ZONE*

CHARLESTOWN

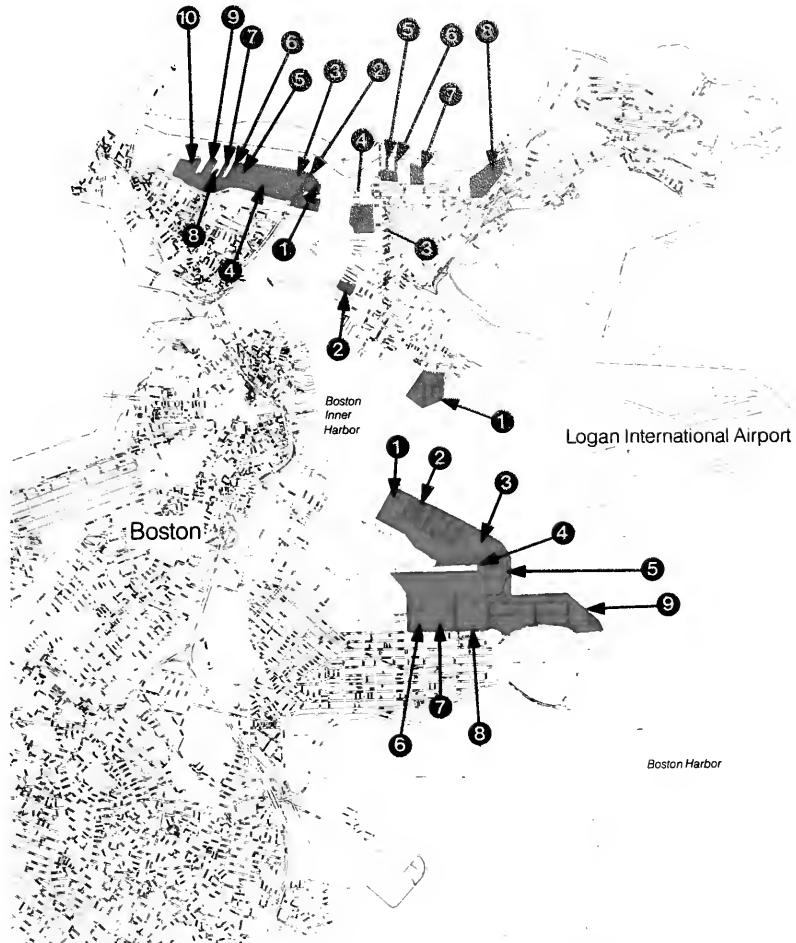
- 1 MYSTIC PIER 1, 48-50
- 2 CATALANO BROTHERS
- 3 U.S. GYPSUM
- 4 MORAN TERMINAL
- 5 SCHIAVONE/MASSPORT
- 6 CHARLESTOWN COMMERCE CENTER
- 7 ATLANTIC CEMENT
- 8 SOMERVILLE LUMBER
- 9 REVERE SUGAR
- 10 AMSTAR SUGAR

EAST BOSTON

- 1 BOSTON SHIPYARD
- 2 BOSTON FUEL TRANSPORTATION
- 3 GENERAL SHIP
- 4 BOSTON TOW BOAT
- 5 GANTER/ELLIS
- 6 PERINI/BAY STATE DREDGING
- 7 HESS
- 8 MOBIL OIL

SOUTH BOSTON

- 1 FISH PIER
- 2 GENERAL SHIP CORPORATION
- 3 EDICISUBARU STORAGE
- 4 COASTAL CEMENT
- 5 BLACK FALCON CRUISE TERMINAL
- 6 EDISON POWER PLANT
- 7 MBTA POWER PLANT
- 8 TEXACO OIL
- 9 CONLEY TERMINAL



*PROPOSED ZONES



MARITIME ECONOMY RESERVE ZONE

South Boston

SITE NO.	SITE USER/OCCUPANT	SITE OWNER	ACRES	CURRENT ZONING	WITHIN DPA	MIN 12' WATER DEPTH	EXISTING USES AND ACTIVITIES
1.	Fish Pier	Massport	23.4	W-2	Yes	Yes	Ground Floor - boat dockage and fish processing 2nd Floor - Accessory office to fish 3rd floor - vacant - office uses
2.	General Ship Corp./ Drydock	EDIC	23.7	W-2	Yes	Yes	General ship repair
3.	Subaru	EDIC	60.1	W-2 I-2	Yes	Yes	Vehicle storage and preparation
4.	Coastal Cement / Drydock #3	EDIC	27.5	W-2	Yes	Yes	Cement processing, drydock
5.	Black Falcon Cruise Terminal/Massport Warehouse	U.S. Navy	33.8	W-2	Yes	Yes	Truck distribution warehouse
6.	Edison Power Plant	Boston Edison	24.2	W-2	Yes	Yes	Storage tanks and pipeline
7.	MBTA Power Plant	MBTA	23.9	W-2	Yes	Yes	Storage tanks, crane (not in operation)
8.	Texaco Oil	Texaco	29.7	W-2	Yes	Yes	Gas, storage tanks, pipeline, accessory uses
9.	Conley Terminal	Massport	101.0	W-2	Mostly Yes	Yes	Container storage and shipping operations

347.2 Total Acres



MARITIME ECONOMY RESERVE ZONE

Charlestown

SITE NO.	SITE USER/OCCUPANT	S/T/P. OWNER	ACRES	CURRENT ZONING	WITHIN DPA	MIN 12' WATER DEPTH	EXISTING USES AND ACTIVITIES
1.	Mystic Piers 1, 48-50	Massport	16.2	W-2	Yes	Yes	Container storage and shipping operations
2.	Catalano Brothers Trucking	Catalano Brothers	1.7	W-2	Yes	Yes	Truck storage for container and Gypsum Transport
3.	U.S. Gypsum	U.S. Gypsum	8.3	W-2	Yes	Yes	Typsum off-loading, processing and transport of Gypsum
4.	Moran Terminal	Massport	40.5	W-2	Yes	Yes	Container storage and shipping operations
5.	Former Schiavone Shipping	Massport	11.9	W-2	Yes	Yes	Vacant
6.	Charlestown Commerce Center	Charlestown Commerce Center, Inc.	6.5	W-2	Yes	Yes	Mixed warehousing/light industrial/manufacturing in 9.2 acre building
7.	Atlantic Cement	Atlantic Cement	5.4	W-2	Yes	Yes	Cement storage silos, processing and transport
8.	Somerville Lumber	Melvin Cohen	3.5	W-2	Yes	Yes	Storage, warehouse, sales and transport of lumber brought in by truck
9.	Former Revere Sugar Processing	Massport	18.2	W-2	Yes	Yes	No occupant - Massport sending out KHP's
10.	Amstar Sugar	Domino Sugar	20.4	W-2	Yes	Yes	Sugar refinery, storage and shipment

132.6 Total Acres



MARITIME ECONOMY RESERVE ZONE
East Boston

SITE NO.	SITE USER/OCCUPANT	SITE OWNER	ACRES	CURRENT ZONING	WITHIN DPA	MIN 12' WATER DEPTH	EXISTING USES AND ACTIVITIES
1.	Former Boston Shipyard/Cashman Marine Enterprises	Massport	17.1	W-2 M-2	Yes	Yes	Cashman Bros. proposing mixed marine use facility including repair, boat sales, storage, etc.
2.	Boston Fuel Transportation	Boston Fuel Transportation Corp. & Pierless # 3 Corp.	5.5	W-2	Yes	Yes	Towboat/fuel barge operations and storage
3.	General Ship Corp.	Genesis Ship Corp. & MBR Corp.	8.4	W-2	Yes	Yes	General boat repair
4.	Boston Tow Boat	Boston Fuel Transportation	5.4	W-2	Yes	Yes	Tow boat storage and operations
5.	Ganter/Ellis	Wendy J. Ganter Trust	3.4	W-2	Yes	Yes	Scrap metal, barge and storage
6.	Perini/Bay State Dredging	Bay State Dredging	5.3	W-2	Yes	Yes	Dredging and marine construction operations
7.	Hess Oil	State Fuel Co. Inc.	8.4	W-2	Yes	Yes	Oil storage tanks and distribution
8.	Mobil Oil	Mobil Oil Corp.	22.3	W-2 M-2	Yes	Yes	Oil storage tanks and distribution
75.8 Total Acres							

7710 49





